

**"HAMLET" IN MODERN DRESS.**

PARIS  
ST. LAZARE STATION

# HOTEL TERMINUS

Telegraphic Address:  
TERMINUS — PARIS

500 BEDROOMS WITH BATH OR RUNNING WATER  
ENTIRELY RENOVATED

IN DIRECT  
CONNECTION  
WITH THE  
PLATFORMS  
OF THE  
SAINT LAZARE  
STATION

## Spinet

PURE VIRGINIA  
OVAL  
CORK TIPPED.

20 for 1/6  
Also 50's & 100's

The SUPER  
CIGARETTE

## DOCTOR'S CHINA TEA

Try out this superb China Tea, for yourself. It has no free tannin and is therefore safe for Dyspeptics and Invalids.

Blended from choice growths of leaf and of unusually delicate flavour and fragrance.

**1/4 lb sent FREE**

Send 6d. in stamps to cover postage and packing, and we will promptly send you a 2 oz. packet of each of the 3/4 and 4/- qualities, making in all a free quarter lb. of the world's finest China Tea, together with name of the nearest agent. There are three qualities, 3/4, 4/- & 4/6.

The freedom from tannin, which makes it safe for Invalids, makes it delicious for all!

HARDEN BROS. & LINDSAY, Ltd. (Dept. 30), 30/34, Mincing Lane, E.C. 3.

## SCOTTISH WIDOWS FUND



LIFE ASSURANCE SOCIETY  
(FOUNDED 1815)

The Largest British Mutual Life Office.  
FUNDS 24½ MILLIONS.

Please write for full particulars, stating your exact age.

Head Office: 9, St. Andrew Square Edinburgh.

(G. J. Lidstone, Manager & Actuary.)

London Offices: 28, Cornhill, E.C. 3, & 17, Waterloo Place, S.W. 1

"The Charm of Flavour."

## Kunzle

## CHOCOLATES

(MADE IN BIRMINGHAM.)

PATENT CREAMS  
No. 19215.

19, Charing Cross Road, London, W.C.2  
Head Office: Five Ways, Birmingham.  
Write for Illustrated Catalogue.

## SUNLIGHT MEANS HEALTH.

During the all-too-short sunny times we get in this country, those who take the fullest advantage of the sunlight store up the biggest fund of health for the duller months. But there is the question of complexion. Few can stand the full force of the sunlight with impunity unless fortified by the regular use of

## BEETHAMS La-rola

(as pre-war)

on hands, neck, face, and arms. LA-ROLA, the Skin Tonic and emollient, effectively prevents peeling and roughness after exposure to the blazing sunlight.

From all Chemists in Bottles, 1s. 6d.

M. BEETHAM & SON, CHELTENHAM SPA, ENGLAND

## MAKE YOUR OLD CAR YOUNG AGAIN

by fitting

## AVON

Comfort Cords

Our 'free wheels' offer enables you to convert from high to low pressure tyres at a minimum cost. British Avons are still cheaper than comparable competitive makes, and as good as the Best. Write for full details to

THE AVON INDIA RUBBER CO., LTD., 343/5, EUSTON RD., LONDON, N.W.1.

## CAUSES ENDLESS AMUSEMENT.

A Guide Picture given with each Puzzle.

100-Piece Puzzle - 4/- post free.

75-Piece " - 3/- " "

UNIQUE SERIES OF

## JIG-SAW PUZZLES

By the Famous Artist, CHLOE PRESTON.

Made in Satin Walnut, on the Interlocking System. 12 Designs in Colour.

To be obtained from all Booksellers, Stationers and Stores, or direct from the Publishers:

A. V. N. JONES & CO.,  
64, Fore St., London, E.C.2.

Third Series of the Famous "BONZO" Series of Jig-Saw Puzzles, Now Ready.

The modern palatable  
form of Iron Tonic.

Devoid of all the usual  
drawbacks of Iron Tonics.

# Iron Jelloids

THE IRON 'JELLOID' CO., LTD., 189, CENTRAL ST., LONDON, ENG.

Unequalled for Anæmia  
and Weakness in Men,  
Women and Children.  
Of all Chemists, price 1/3  
and 3/- per box.



# IMPORTANT NEW DEVELOPMENTS IN THE SLEEVE-VALVE ENGINE.

WONDERFUL POWER WITH SILENCE AND ECONOMY FROM SMALL MOTORS

Daimlers now rank first for perfect all-round road performance.

## NEW DAIMLER 16/55. The Leading Light 6-Cylinder Car.

So phenomenal is the improvement in Daimlers as the result of an important new development in the sleeve-valve engine that they have become the most talked-of cars of the moment. For 17 years supreme in smoothness and silence, the Daimler must now also be ranked first in acceleration, hill climbing, and speed. The traditional smoothness of operation is as remarkable as ever, and the silence being inherent in the sleeve-valve principle, is just as enduring.

In combining so perfectly qualities hitherto so dissociated, the new Daimlers constitute an event in automobile history: they have established a new standard of all-round road performance that is as great an advance as was the introduction of the sleeve-valve engine itself.

### Light Steel Sleeves

Among the new technical features of interest in these cars, chief place must be given to the use of *steel sleeves*. Their extreme lightness and great port area enable them to sustain high power with perfect balance at speeds up to 4,000 revolutions per minute (65 m.p.h. on the 16/55). The central ignition plugs in the pocketless combustion chambers (which promote smooth running and give freedom from knocking) are connected to a magneto as well as to a coil, either of which can be brought into use, by means of a switch, without stopping the engine. The timing of the ignition is automatically regulated by a governor which simplifies correct driving. The lubrication is arranged on the most approved system of forced feed, and baffle plates are used in order to make the new engines smokeless.

### Lasting Economy

In all matters pertaining to economy of maintenance the new Daimlers are cheapest, and in this connection let it be remembered that *the sleeve-valve is*

*the only type of engine in the world that actually improves with use.* The American expects his car to be dilapidated in less than a year and seldom keeps it longer, but the Daimler owner buys his to last and reflects with national pride that the Royal Cars of State were continuously in service for 14 years.

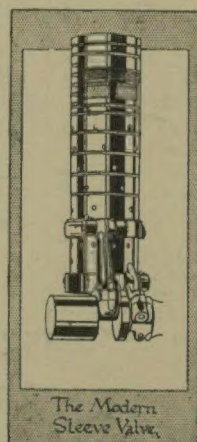
### Four-Wheel Brakes

To drivers, the new Daimlers are a revelation in ease, comfort, and speed. Light steering ideals. They are the most modern of cars to change but seldom need changing. Four-wheel brakes that give absolute security and are always in perfect order because their adjustment is so readily accomplished by turning a handle that is accessible under the bonnet. To passengers, they are ideal as the only cars in which long journeys can be made quickly without fatigue.

The new Daimlers have created new motor-ing ideals. They are the most modern of cars and so far ahead of the rest as to be in a class apart. At their present prices they are supreme in value and easily the cheapest cars of distinction. Without fear of rival in achievement or appearance the fortunate owner is also without reproach—he has not only bought British, but the best.

### Supreme Value

If you can afford a new car you cannot afford to go without a new Daimler, for there is nothing equal to them on the market to-day. The 16/55 is the supreme light six-cylinder car and is, in all but accommodation, level with the 20/70, which is better than all other cars of the "Twenty" class. The 25/85, for all ordinary purposes, is as good as the previous 35 hp. and costs £200 less. The new 35/120 is a car unique: something that is only for those to whom the finest cars of yesterday are no longer good enough. It is not only in the first rank but supreme among the best.



The Modern Sleeve Valve

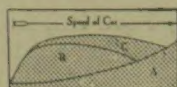
Chassis

£490

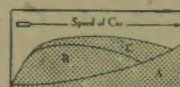
Demonstration is better than argument. A trial run will be arranged to suit your convenience.

Rating	-	16/55	20/70	25/85	35/120	-	Rating
Chassis	-	£490	£625	£725	£1100	-	Price

N.B.—A most attractive new design of inexpensive closed body has been developed for use with these Chassis.



The area C represents the improvement in the new Daimlers.



A full explanation of this diagram is in the Catalogue.

THE  
**Daimler**  
CO., LTD., COVENTRY



# THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

SATURDAY, AUGUST 29, 1925.

*The Copyright of all the Editorial Matter, both Engravings and Letterpress, is Strictly Reserved in Great Britain, the Colonies, Europe, and the United States of America.*



## RECENTLY ASCENDED BY A BRITISH EXPLORER: ECUADOR'S GREAT VOLCANO, TUNGURAHUA (16,684 FT.), "A SMOULDERING PILE OF BARREN ROCKS CAPPED WITH ALTERNATE LAYERS OF SNOW AND VOLCANIC ASH."

This remarkable photograph, with the others given later in this issue, is the work of a well-known British explorer, Mr. G. M. Dyott, who recently returned from a journey of some 3000 miles in the volcanic region of the Andes and the forests of the Amazon. Previous examples of Mr. Dyott's wonderful work in travel photography, taken on the Vernay-Faunthorpe Expedition to India and Burma, appeared in our issues of August 18 and 25, 1923. The volcano Tungurahua, a

smouldering pile of barren rocks capped with alternate layers of snow and volcanic ash, is one of Ecuador's spectacular wonders. For centuries its uncertain behaviour has caused grave anxiety to the mountain Indians living around its base. Mr. Dyott and Mr. G. C. Johnston, after a perilous climb, ascended to the crater on two consecutive days, spending six to seven hours on each occasion examining it. The summit is 16,684 ft. above the level of the sea.





By G. K. CHESTERTON.

MARY QUEEN OF SCOTS was badly treated by everybody. That is a pretty indisputable historical fact, whatever disputes there may be about how she treated other people. She has always up to now been wronged by scandal. She is now apparently to be wronged by silence. For it seems to me very strange that so little general attention has been drawn to the recent discovery, or at least alleged discovery, about the sensational forgery of her name. Even those who shrink from considering such an alleged discovery as a discovery might at least be considering it as an allegation. As a matter of fact, it is very much more than an allegation. It is apparently an authoritative verdict, given after technical tests and in the most final and decisive manner, by the expert most qualified to settle the point—Mr. Mitchell, the Government specialist on handwriting. He decides in favour of Mary what is practically the primary problem of her life and character. Considering all the gossip there has been about that life and character, it seems difficult to understand why the testimony is so little discussed, unless it be for the simple reason that the testimony is in her favour. Apparently there is a tacit addition to the great principle of "No scandal about Queen Elizabeth, I hope," and one which runs "Nothing except scandal about Queen Mary, I presume."

I write with no pretensions as a historical student, but merely as a casual reader of the papers; and it is as a casual reader of the papers that I wonder there has been no more to read. It is possible that in the world of the experts some reply to Mr. Mitchell has appeared since he made his statement in *Discovery*. In that case I wonder once more that we have not heard more of the reply. But, anyhow, the original statement, uncontradicted so far as I know, is interesting enough. It is to the effect that the passages in the letters which have been held to connect Queen Mary directly not only with the conspiracy of Bothwell, but with the murder of Darnley, are not only forgeries, but forgeries that can be brought home to a forger. They have been compared with the handwriting of Maitland of Lethington by a number of modern scientific tests in such matters, and identified as his. It is much more certain that Maitland was capable of forgery than that Mary was capable of murder. The gentleman's character in any case is pretty complete already; the lady's character is incomplete in the sense of being admittedly in dispute. To add a little trifling forgery or so to the life of Lethington does not make much difference to that ingenious Scottish diplomatist. But to take away a murder or so from her record in romance and gossip still makes a good deal of difference to poor Mary. She was always better than her environment; but I suspect that she was also better than her reputation.

The matter interests me also for another reason. It is at least consistent with a particular view of the case, not very common on either side. I have no right to say I hold this view, for it would require scholarship to prove it. But it is a view I have often suspected that greater scholarship might support. I have never professed to do anything but guess in

history; but I can say without vanity that I have sometimes guessed right. I have sometimes come afterwards upon solid and conclusive proof that I had guessed right. If I were tempted to guess again, in this matter of Mary and Darnley and Bothwell, I should guess that most people have put rather too much sentiment into the matter, and even into the murder. If a man must murder somebody, it really seems quite a sensible idea to murder Darnley. And if a woman must marry somebody (in the group of execrable scoundrels who surrounded that Scottish Court), I do really think it was quite a sensible idea to marry Bothwell. He seems to me to have been much the best of that not very fragrant bunch, and I never could understand why he has passed into a sort of proverb for being the worst. He certainly had entered into a "band" or league to commit a murder; she would have had to search with considerable care amid the nobility and gentry of Scotland to find somebody who hadn't. But he had never entered into any band or conspiracy against her or against Scotland, and that is a great deal more than any of the rest could say. He was a ruffian; but

he was painted. It is certainly not painting him a very pure and spotless white to say he was not so black as most Scottish statesmen of his time.

James Hepburn, Earl of Bothwell, was the victim of a historical habit. Nobody I know of has ever written an essay on it. It concerns the abominable bad luck of certain persons who are so placed that they are attacked from both sides. Another example is Lord North and the English statesmen of the American War. One side blamed them for losing America, and the other side blamed them for trying to keep it. All Democrats reviled them as tyrants. All Imperialists reviled them as traitors. The latter felt that but for them the British Empire would have included the United States. The former feel that through them the United States might have suffered the agony of being included in the British Empire. On this point the British Jingo and the Jeffersonian Democrat can almost embrace, falling on each other's necks as they curse the memory of Lord North. But in fact there was a great deal to be said for Lord North. There was also a great deal to be said for Lord Bothwell. It was not generally said, for the same reason—that it happened to be convenient to controversialists on both sides to make him out worse than he was. Those who regarded Mary simply as a saint and martyr naturally found it necessary to regard Bothwell simply as a kidnapper and gaoler. It was their case that she was quite innocent of any responsibility for anything; and therefore, of course, the more ruthless was the captor the less responsible was the captive. On the other side were those who hated Mary, generally those who hated civilisation and hated chivalry and hated love and hated nearly everything worth loving. But they also hated Bothwell, not because he was particularly civilised, but because in his character of lover he made love look like something uncivilised. It made Mary look less dignified that she was supposed to be fond of this brigand.

Thus one side used Bothwell to illustrate Mary's misfortune in being tied to a tyrant. The other side used Bothwell to illustrate Mary's bad taste in the choice of a husband. Both ways the poor wretched man was used as a scarecrow and a scapegoat, and, though he may have deserved much of his luck, I doubt whether anybody deserves this sort of black coincidence in history. Of course, the other theories may be true, and what I am throwing out can hardly be called a theory. Bothwell may have merely kidnapped the Queen, who was capable of doing extraordinary things. The Queen may have been in love with him; women are capable of liking extraordinary people. Either of the explanations may be true; I only say that neither of the explanations is necessary. Most of the story might have happened if she had felt no affection, if he had used no compulsion. Mary lived with a choice of evils, and hardly ever met a decent man in her life. It is strange and ironical to think that, far out on the sea, one of the noblest heroes of all history, Don John of Austria, tossed on the tide on the great golden ship of Lepanto, and dreamed of making her his bride.



A LINE REGIMENT CHOSEN TO MOUNT KING'S GUARD FOR THE FIRST TIME SINCE PRE-WAR DAYS: THE 2ND ROYAL WELCH FUSILIERS MARCHING TO ST. JAMES'S PALACE—HEADED BY THEIR WHITE GOAT AND WHITE-APRONED PIONEERS.

On August 23, for the first time since 1913, a line regiment (the 2nd Royal Welch Fusiliers) mounted King's Guard at the Royal Palaces, instead of a regiment of the Guards. It was arranged that they should furnish the St. James's Palace and Buckingham Palace guards every third day while the 3rd Battalion Coldstream Guards were on manoeuvres, as well as guards for the Bank of England and the Hyde Park magazine. Our photograph shows the 2nd Royal Welch Fusiliers, with their regimental mascot, a white goat, marching from Chelsea Barracks to St. James's Palace.—[Photograph by Central Press.]

he was at least a loyal and patriotic ruffian. Scotland should be more proud of such a solitary Scottish patriot. Everybody else that counted was more or less in the pay of England and Elizabeth. He was true to Mary Queen of Scots in the special sense of being true to the Queen of Scots as well as to Mary. It seems to me possible that the very irregular marriage was in one sense a very royal marriage. I mean that it is possible that it was in that sense a marriage of convenience; and even, to do it justice, of public convenience. This is surely consistent enough with its slightly cynical termination, in that final scene when Bothwell rode away after that halted battle and the parley of the Lords. It seems possible, after all, that it had ended as it had begun; and it had begun and ended as a *pis aller*. Bothwell had once been the less of two evils and he was now the greater of two evils. All that is idle individual speculation of no value; but at least Bothwell was not such an intense and isolated essence of evils as many have made out. I do not offer him as a model to the young or a pattern of Christian virtue. I am not whitewashing him; it is not whitewashing a man to say he was not so black as

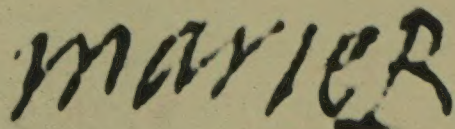
## OUR ANAGLYPHS.

Readers who have not yet obtained one of the special masks for viewing our Anaglyphs in stereoscopic relief may do so by filling up the coupon on page 416, and forwarding it with postage stamps value three-halfpence (Inland) or twopence-halfpenny (Foreign), addressed to "The Illustrated London News" (Anaglyph), 15, Essex Street, London, W.C.2.

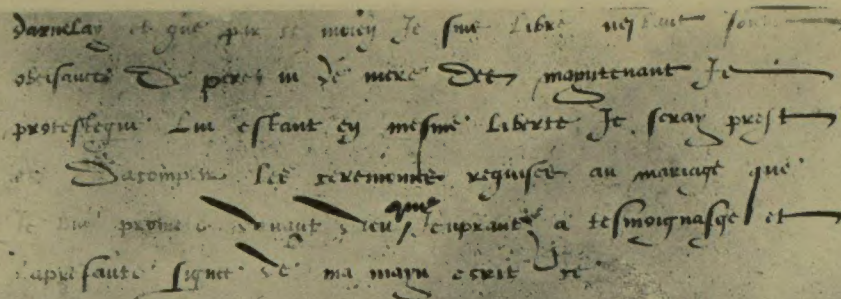
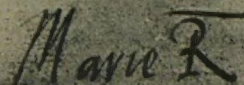


# WAS MARY STUART CONDEMNED UNJUSTLY?

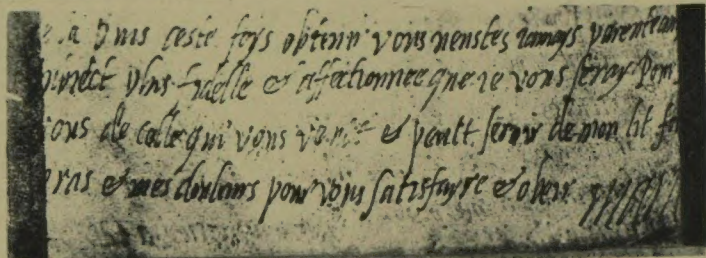
A handwriting expert pronounces the Casket Letters a forgery.



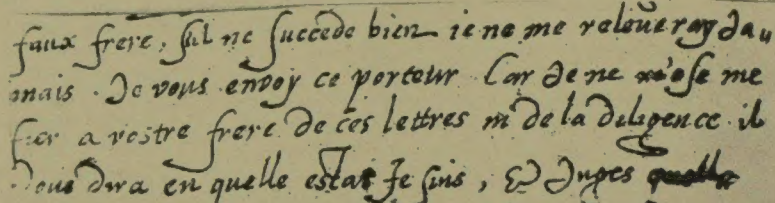
1. FOR CONTRAST WITH THE SIGNATURE ON THE "FIRST MARRIAGE CONTRACT" (NO. 2) NOW BELIEVED SPURIOUS: MARY'S NORMAL SIGNATURE, ENLARGED FROM A LETTER

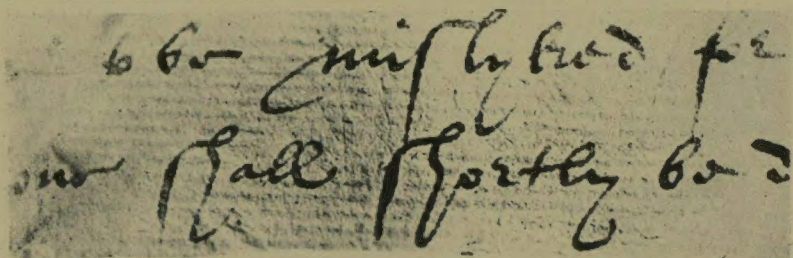
2. WITH OBVIOUS DIFFERENCES (FROM NO. 1) IN THE "M" AND "R": THE SIGNATURE ON THE "FIRST MARRIAGE CONTRACT" (BETWEEN MARY AND BOTHWELL) IN FRENCH, NOW SAID TO HAVE BEEN FORGED BY MAITLAND.



3. TYPICAL OF QUEEN MARY'S CURSIVE HANDWRITING: THE LAST LINES, WITH SIGNATURE, OF HER "SCANDAL LETTER" IN FRENCH TO ELIZABETH—NOW AT HATFIELD HOUSE.



4. CONTAINING POINTS OF RESEMBLANCE TO MAITLAND'S HANDWRITING: PART OF THE THIRD "CASSET LETTER" (IN FRENCH) AT HATFIELD HOUSE.



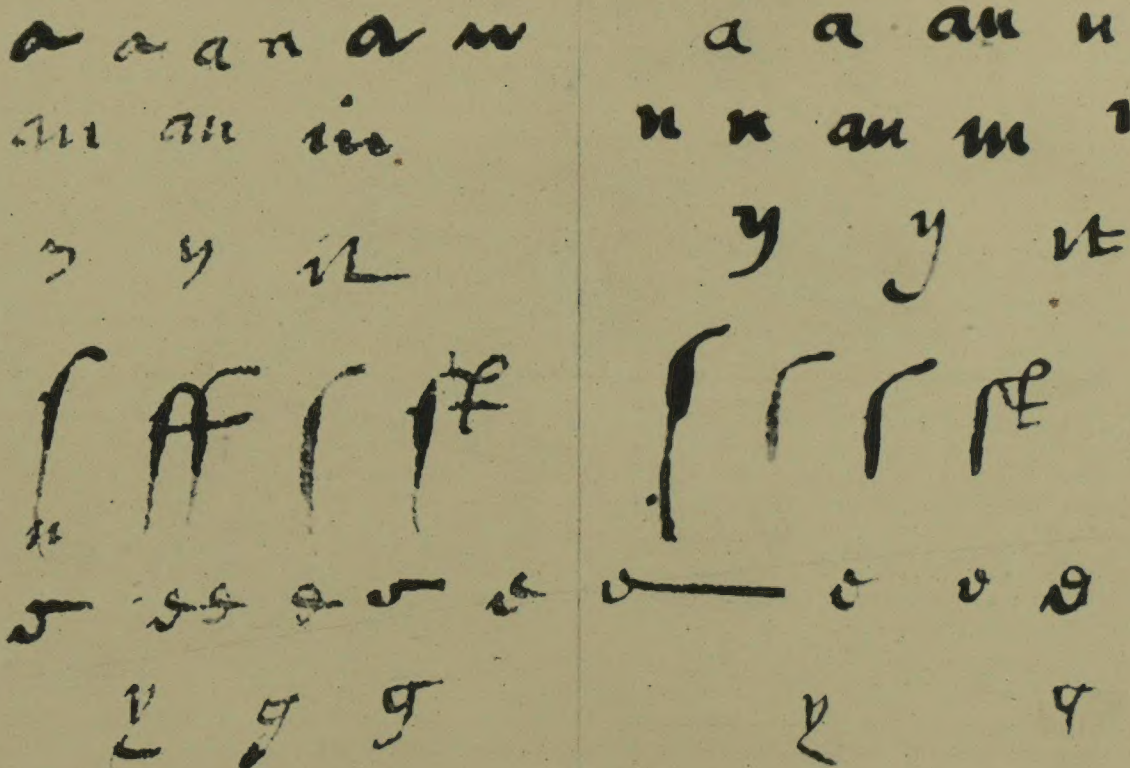
5. FOR COMPARISON WITH "LAPSES" INTO CURSIVE WRITING IN THE "FIRST MARRIAGE CONTRACT": PART OF A LETTER (NOW AT HATFIELD) WRITTEN BY MAITLAND, ONCE MARY'S SECRETARY.

CONTROVERSY has long raged over the authenticity of the Casket Letters, which were accepted as strong evidence against Mary Queen of Scots. A recent number of "Discovery" contained an important article, by Mr. C. Ainsworth Mitchell, the well-known handwriting expert, who concludes that the letters were forged by Sir William Maitland of Lethington, once Mary's secretary, and that she was therefore unjustly condemned. After describing the 1568 conference, Mr. Mitchell writes: "The whole case of the Scottish Commissioners depended on their proving beyond doubt that the documents produced by them were in the handwriting of Mary, and yet, after being viewed by the Privy Council, these documents were returned to the Earl of Morton and no one was then allowed to examine them again. For some reason, however, the undated promise of marriage termed 'the first contract' does not appear to have been returned to Morton, for a document purporting to be the original may still be seen in the MSS. Department of the British Museum. It was accepted as genuine in 1754, for Goodall refers to it, and his statements have never been challenged. The microscopic appearance of the ink and of the pen lines agrees exactly with that of the signature. A comparison of the writing of the signature with that of genuine signatures of Mary Stuart shows that it cannot be accepted as her writing. As will be seen in the photographic enlargements (Nos. 1 and 2 above), the formation of the letters, their curves, and their relative heights and positions to the base line are quite different. Obvious dissimilarities in this and the genuine signature are the relative heights of the 'M' and the following 'a,' and the much wider top loop to the 'R' in this signature. Mary always made the 'M' of relatively the same height as the rest of the signature, and the 'R' with very little extension of the upper loop to the left of the line. The text of the contract also differs markedly from Mary's ordinary cursive writing (No. 3). A minute comparison of the mode of formation of the 'Roman' characters with those of Mary's handwriting leads to the conclusion that it was not written by her. On studying the text of this document it will be observed that there are frequent lapses into cursive writing, and as Mary's secretary, Maitland, was accused by his contemporaries of having forged the Casket Letters, it occurred to me to compare by modern methods of examination these more flowing characters with authentic writing of Maitland. A portion of a characteristic letter of his is shown in No. 5.

[Continued below.]

[Continued.]

If the 'lapses' (in the marriage contract) are compared in photographic enlargement with corresponding characters in Maitland's writing the points of resemblance cannot be missed. Some are seen in No. 6 . . . in the different ways of forming 'e,' the distinctive 'it,' and the thirteenth-century 'y' with the characteristic triangle at the top. But more remarkable is the formation of 's.' This peculiarity is found in the contract, and a good example is shown in No. 6. Many other resemblances might be multiplied, but those cited are sufficient to prove that whoever wrote the first marriage contract had the characteristics of the writing of Maitland. One can hardly avoid the conclusion that this promise of marriage was written by Maitland. If it is a legitimate copy, why should he, who was one of Mary's accusers, have made the copy? And would it not have been in his normal handwriting throughout, and not in a mixture of 'Roman' and cursive English characters? The fact that the only document which tradition asserts to have been one of the original papers in the 'casket' has been found to show hidden characteristics of the writing of Maitland is presumptive evidence of the truth of the charges against him."



6. SHOWING "SOME OF THE VERY NUMEROUS POINTS OF AGREEMENT": ENLARGED LETTERS FROM MAITLAND'S HANDWRITING (LEFT) COMPARED WITH SIMILAR CHARACTERISTICS IN THE MARRIAGE CONTRACT ATTRIBUTED TO MARY STUART (RIGHT).



# WHERE VOLCANIC ERUPTION HAS FORMED A NEW ISLET: THERA.

COPYRIGHT PHOTOGRAPHS BY A. E. JOHNSON. HISTORICAL NOTE BY DR. H. R. HALL, KEEPER OF EGYPTIAN AND ASSYRIAN ANTIQUITIES AT THE BRITISH MUSEUM.

"THE Santorin group of islands in the Cyclades," writes Dr. H. R. Hall, "comprising the islands of Thera and Therasia, and the smaller Aspronisi and the three Kayménis, is one of the most curious examples of volcanic phenomena in the world, and one of the oddest places inhabited by man. Originally one large island, of ordinary Greek limestone formation, but with a volcano on it, it would seem to have been blown to pieces by a terrific explosion at the end of the Middle Cycladic period, about 1600 B.C. We know the date roughly from the Cycladic and imported Cretan pottery dating at latest to before that time which has been discovered on both Thera and Therasia covered by the layer of tufa that is due to the great eruption. The whole space between Thera and Therasia must then have been a great volcano, which collapsed in the eruption into the sea. The crater is represented by

*[Continued opposite.]*

WHERE THE HEAT OF THE WATER SOMETIMES COOKS FISH! THERA FROM THE KAYMÉNI ISLANDS (IN FOREGROUND) WHICH REPRESENT THE CRATER OF A GREAT VOLCANO THAT BURST ABOUT 1600 B.C.

*[Continued.]*

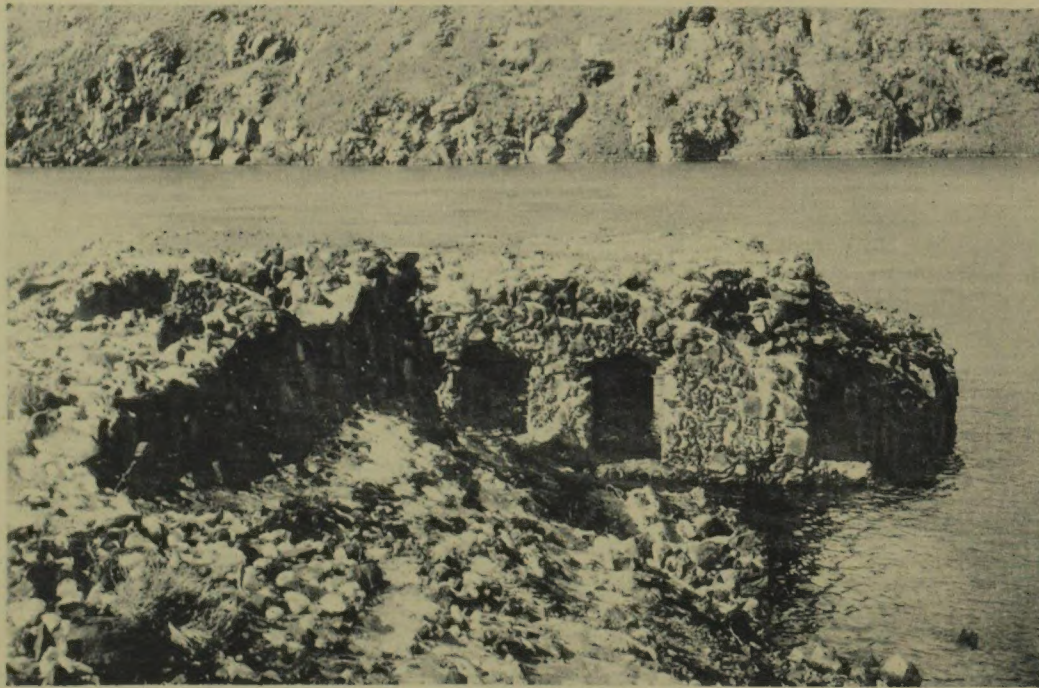
the Kayménis ('burning') islands between Thera and Therasia, small heaps of lava blocks, still giving forth heat and steam. The sea water is at times so hot that fish are cooked in it naturally! Palæa ('old') Kayménis dates from the time of the great catastrophe, which may be compared with that of Krakatoa; Mikra ('small'), Kayménis to A.D. 1570, when it arose from the sea; Nea ('new') Kayménis to 1707. The first recorded eruption in classical times is that of 196 B.C., when Strabo records that flames rose from the sea for four days. There was another in 726, and the last was in 1866, when Nea-Kayménis was greatly extended in size. The Kayménis are hideous, and the rent and riven walls of Thera, nearly a thousand feet high, where houses cling to the side of the cliffs caused by the prehistoric catastrophe, are not beautiful, but rather terrifying. There is no water on the islands now except rain-water."



AT THE FOOT OF GREAT CLIFFS A THOUSAND FEET HIGH, RENT AND RIVEN BY THE PREHISTORIC CATASTROPHE: THE HARBOUR OF THERA.



SHOWING HOW CLOSELY THE HOUSES CLING TO THE CLIFF EDGE, AND TERRACE GARDENS ON THE PRECIPITOUS SLOPE: THE TOWN OF THERA, ABOVE THE HARBOUR.



WRECKED BY AN ERUPTION SOME FIFTY YEARS AGO: RUINS OF A CURATIVE ESTABLISHMENT BUILT ON THE ACTIVE CONE OF THERA'S SUB-AQUEOUS VOLCANO.



WHERE SPENDING A NIGHT IS BELIEVED TO CURE AILMENTS: THE SUMMIT OF ONE OF THE KAYMÉNI ISLANDS, WITH SHELTERS BUILT OF LAVA BLOCKS.

These photographs illustrate the remarkable group of volcanic islands in the Aegean, of which the chief is Thera, where a new eruption recently occurred. A statement issued at Athens by the Greek Observatory said: "At noon on August 11 the mountain began to emit smoke towards the eastern side. This increased in the afternoon, and rumblings were heard, while a smoke cloud formed over the volcano. Towards evening there was a continual emission of lava and red-hot stones. By the morning of the 12th the volcano was in full eruption. In addition, a new islet appeared between the islets of New and Old Kayménis,

having a crater on its summit, whilst the southern slopes of the volcano are covered with lava." The exact position of the volcano which has erupted is not mentioned. As Dr. H. R. Hall explains in his interesting historical note given above, Thera and the adjacent islets once formed one large island, which was shattered by a terrific explosion about 3500 years ago. Within historic times, three new islets have arisen in the waters enclosed by the group. In the Middle Ages, Thera (the ancient Greek name now again used) became known as Santorin, a corruption of the Italian Sant' Irene.



## LIGHTING EFFECTS IN THE WEMBLEY TATTOO: TRENCH MEMORIES.

DRAWN BY OUR SPECIAL ARTIST, C. E. TURNER.



WITH A LIVING FIGURE OF ST. GEORGE (TOP CENTRE) "KISSING THE CROSS"—A MOVEMENT SURVIVING IN THE MODERN SALUTE WITH THE SWORD: "SOLDIERS OF THE KING," THE FINAL EVENT IN THE WEMBLEY TATTOO.

The Torchlight and Searchlight Tattoo in the Stadium at Wembley, given for the first time on August 24, closes with an event called "Soldiers of the King." This scene opens with the appearance of a number of men from a trench against a background of star-shell light. Representing the mud-stained and khaki-clad heroes of the late war, they walk wearily through the arena until suddenly illuminated by the ground lights. At the same moment the figure of Saint George (a living figure), beneath the banner of the Cross, appears brilliantly aglow in

the searchlights, whilst the Band of the Royal Marines plays appropriate music. A striking effect is made by the shadows of the moving men on the concrete wall. It is interesting to note that the movement of the raised sword of the Crusaders (see the figure of St. George in the drawing), known as "kissing the Cross" formed by the hilt and blade, still survives in the modern salute with the sword. The kennel-like structures in the foreground of the drawing cover the ground lights.—[Drawing Copyrighted in the United States and Canada.]

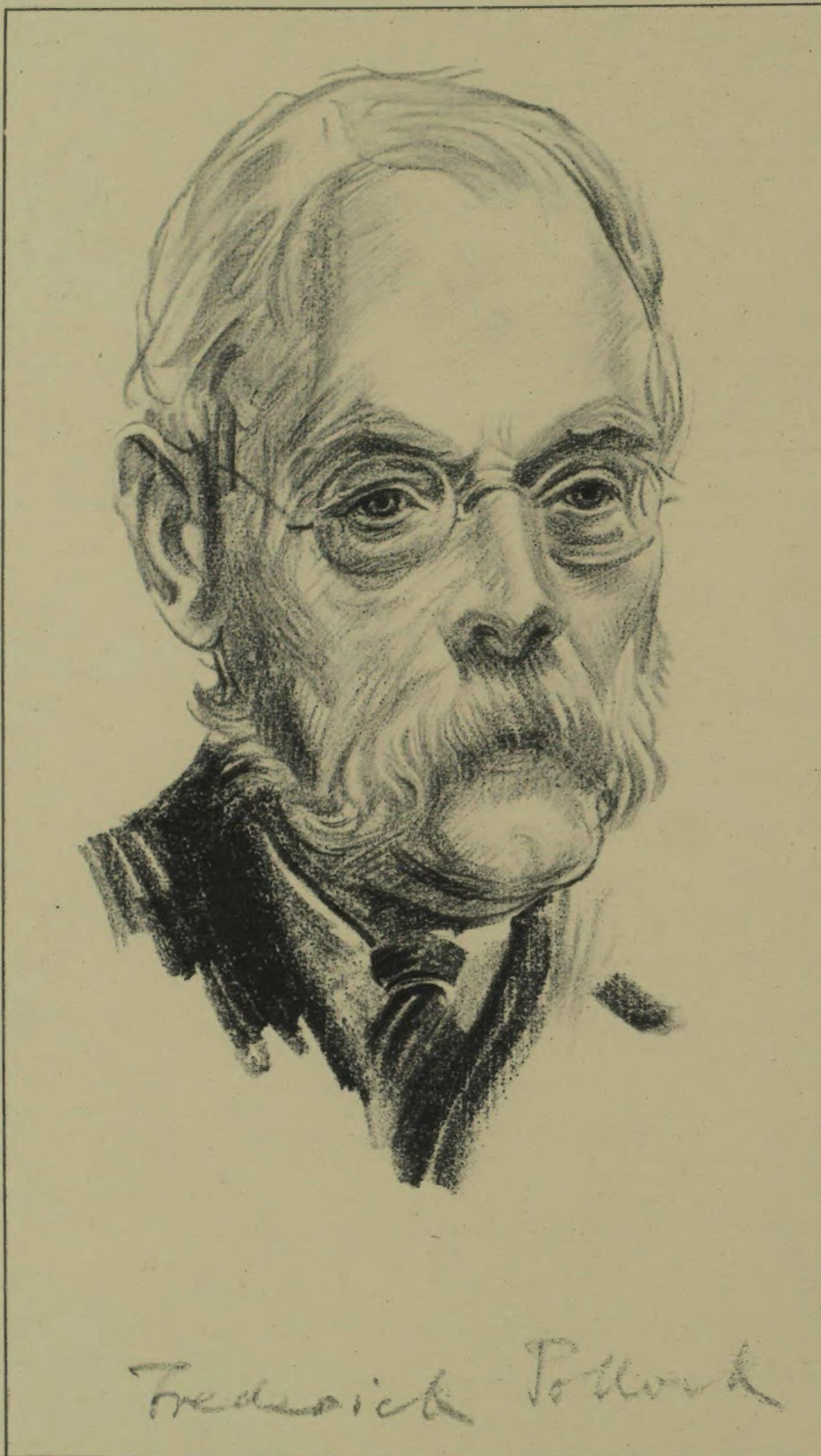


## PERSONAL PORTRAITS—BY WALTER TITTLE.

### SIR FREDERICK POLLOCK.

ON my first visit to the house of Sir Frederick and Lady Pollock I was accidentally denied for the time the pleasure of meeting him. The occasion was one of the utmost interest, however, in that I was plunged well back into a most attractive phase of Victorianism: the lovely old mansion in Hyde Park Place, with its stately design and generous dimensions, was perfect in its ensemble of that happy period. Each room, with its gradual accumulation of souvenirs of the passing years, was harmonised by an enveloping patina. Old paintings gave their touch of sombre colour, and a collection of portrait drawings and photographs, many of them inscribed, constituted an almost complete roll-call of the giants of politics and the arts for the last fifty years. Carlyle looked down at one from his long-occupied position in the entrance hall; Swinburne and Tennyson from the stairway; Thackeray dominated a group in the drawing-room; while near by in its little frame was a letter from the great novelist to Sir Frederick's father, illuminated with one of his inimitable caricatures. Beside it was the novelist's daughter, Mrs. Ritchie, marvellously interpreted by the facile charcoal of Mr. Sargent. Every object in the place seemed to have its special significance and reason for being, and the climax of it all was the charming personality of our hostess, so utterly in the picture, with white lace at her throat and in her hair, and possessing a gentle kindness that radiated perfect hospitality. Even the guests, as we sat at tea in the dining-room, with its enchanting vista of a large rear garden, fitted the scheme with utter accord—Lady Prothero, with her lively and whimsical humour, and the Hon. Mrs. Grosvenor, with her mirth-provoking wit; I alone was the one anachronism, product of a different environment and period, though in spirit, for the moment, Victorian to the core.

My next glimpse of this charming ménage was at luncheon about a week later, and then it was that the picture was given its finishing touch in the person of Sir Frederick. Nearly eighty years of age, he is still erect and slender, and though he is at the front in his profession and activities at the present, as he has been for decades, his person seems to be a mirror of the developments of the entire long period of his activity. The arrangement of his hair is reminiscent of an earlier time, seeming to be incapable of achieving entirely the innovations demanded by changing styles; his mutton-chop whiskers and moustache frankly cling to the past; and his collar and tie, though of comparatively modern design, insist on assuming a resemblance to the high stocked fashion that undoubtedly preceded them as adornments to his person. His face is, again, a mirror of his rich mental experience, and when not actively engaged in conversation its expression suggests that his mind is leagues away in a dream country of his own. And well it might be, even if it returned only to its past activities, as the number of books that have proceeded from this greatest authority on English law is staggering even when viewed as a list of titles. Nor has his writing been confined to the law; among other literary products is his notable "Life and Philosophy of Spinoza," and for many years he has



WALTER TITTLE'S PORTRAIT OF AN EMINENT JURIST AND WRITER ON LAW AND PHILOSOPHY: SIR FREDERICK POLLOCK, BT., K.C., ETC.

lectured in various universities. This latter phase of his work brought him to America, where he has many warm friends of whom he told me, among them the late Joseph Choate, Elihu Root, Justice Oliver Wendell Holmes, John Bigelow, and many others. The number of degrees and honours of various kinds that have been bestowed upon him again is amazing. He stands as one of the most important figures in England to-day.

As we stood in the drawing-room before the luncheon began, Sir Frederick presented me to the latest arrival, an East Indian lady, Miss Cornelia Sorabji, of the English Bar, who has been legal adviser to the Court of Wards in Bengal, striking in her native costume of deep crimson.

Miss Sorabji was my neighbour at table, and very interesting I found her to be. Because of the approaching General Election there was much discussion of politics, and it never failed to surprise me when Sir Frederick suddenly emerged

from his seeming inattention to contribute an astute, and often exceedingly witty, remark to the conversation. His wit, when he chose to exert it, was among the keenest and most subtle that I have ever had the pleasure of observing.

Sir Frederick and Lady Pollock came on several occasions to my studio. On one of these visits my drawing of him was made. As he sat to me he seemed to have no sense whatever of the pose: twice before have I met this peculiarity in sitters, one of them being the Hon. Elihu Root. Apparently convinced that his position was perfect, he would present to me in rapid succession the point of his chin, the top of his head, or one or the other of his ears. When his face "came round" during these oscillations, I had to be alert to record it. During the entire time I was regaled by a great variety of interesting observations that betrayed amazing scholarship and at the same time the rarest humour.

His first visit to my studio was shortly after I had taken the place, and the walls were still adorned with the Cubist paintings of my predecessor, which had not yet been removed. Sir Frederick suddenly became conscious of them. He observed them with some astonishment, and seemed to breathe more freely when, upon inquiry, he learned that they were not of my authorship.

"What is the idea of them?" he asked. "Are we supposed to find resemblance to real objects in this one, for instance?"—indicating the most extreme.

"Theoretically," I replied, "by juxtaposition of utterly abstract shapes, lines, and colour, they should reveal to us the sensation received by the artist from some visual aspect of nature, or even from a mental impression not having to do with vision at all."

"But I think I see a head in this one," and we puzzled over it, my contention being that it more nearly resembled a street with an open door at the end. A humorous flash came into Sir Frederick's eyes.

"I can make one myself," he said. Bending with eager interest over the paper with which I supplied him, he built a marvellous and quite ingenious edifice of cubes that finally resolved into a resemblance to a human figure.

"You must give it a name now," I suggested.

He paused for a moment in thought, and with a chuckle wrote, as rapidly as the average person writes in his own language, a legend in Persian script. I was quite astonished, and demanded a translation, which he wrote in English: "The Spiritual Form of Persian Calligraphy."

"Excellent!" I said. "I feel decidedly 'old hat' in the presence of an advanced modernist like you. And now, will you autograph it for me?"

Again the rapid Persian, the interpretation of which yielded, "To Walter Tittle, from the least of the servants of God, F. P." WALTER TITTLE.



## A YOUNG PRINCE OF BEASTS: THE LION CUB AT THE "ZOO."

PHOTOGRAPHS BY NEVILLE KINGSTON.



"COME AND HAVE A GAME!" THE NIGERIAN LION CUB AT THE "ZOO" SHOWS THE PLAYFUL DISPOSITION OF A PUPPY WITH A BALL.



"DON'T GO! I'M JUST BEGINNING TO LIKE YOU": THE LION CUB PULLS THE COAT OF A VISITOR WHO HAS PATTED HIM.



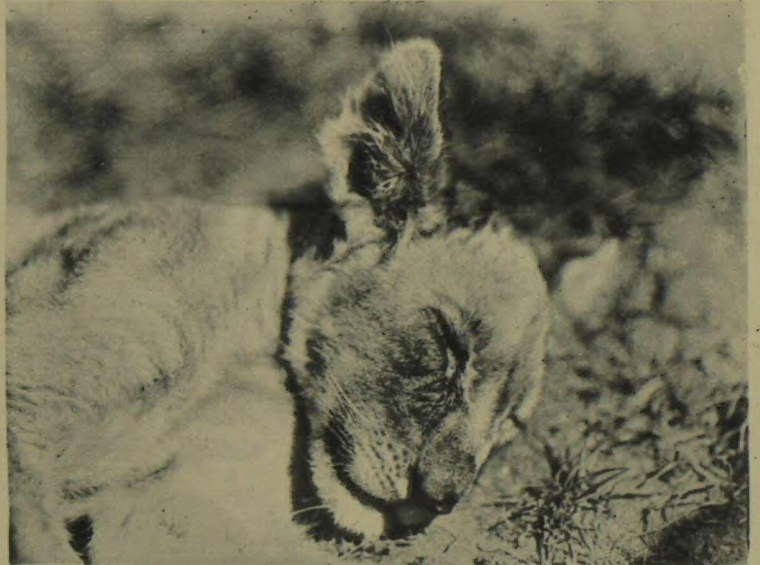
CALLED "MARY PICKFORD" UNTIL DISCOVERED TO BE A MALE: THE LION CUB TAKING A MIDDAY REST DURING HOT WEATHER.



"I LIKE MILK": THE LION CUB TAKES A LONG DRINK, HIS CLOSED EYES INDICATING A STATE OF COMPLETE SATISFACTION.



"I'M SLEEPY": THE LION CUB BEGINS TO FEEL RATHER TIRED TOWARDS THE END OF THE DAY IN HIS ENCLOSURE AT THE "ZOO."



IN THE LAND OF NOD: THE LION CUB FAST ASLEEP, AND DREAMING, PERHAPS, OF THE YOUNG TIGER TO WHOM HE WAS INTRODUCED.

If the lion is the king of beasts, a lion cub is certainly a prince. Our photographs illustrate a day in the life of one now to be seen at the "Zoo," where he is allowed to roam on a grass lawn outside the Lion House. He is the survivor of two forest-bred lion cubs from Nigeria which were recently presented to the Zoological Gardens, and is now four months old. The other one died. The cub here shown was formerly known as "Mary Pickford," but, as our correspondent puts it, "Mary will shortly have to have another christening party,

as it has lately been discovered that 'she' is a male." In order to provide the cub with companionship, he was lately introduced to a baby tiger, which was in a basket, but they did not take very kindly to each other, and it was considered too risky for them to share a cage at present. The lion cub is playful with human visitors. He consumes a good deal of milk during the day. In spite of their experience of tropical climates, lions at the "Zoo," it is said, find hot weather trying and soon become exhausted.



## BOOKS OF THE DAY.

THIS week the reader may be prepared for adventures by land and sea, and also by air. Let us take to the water first in a book on ships—not that it has to do with the senior Service, for there is (in Gilbertian phrase)—

No need to use a casuist's pen,

To prove that they were merchantmen,—

but because the said book deserves precedence by reason both of its outward dignity and of its inward and historical value.

"THE GOLDEN AGE OF SAIL," by Frank C. Bowen (London: Halton and Truscott Smith, Ltd.; New York: Minton, Balch and Co.; 73s. 6d.), is a noble volume concerning "Indiamen, Packets, and Clipper Ships, with Illustrations from contemporary engravings and paintings in the Macpherson Collection." It is issued in a limited edition of 1500 copies, beautifully bound and printed, and containing no fewer than ninety exquisite plates, of which the frontispiece and eleven others are in colour. The subjects are all famous sailing ships, dating from 1780 to 1874. How I should have revelled in these pictures as a small boy, when I was for ever drawing ships! I revel in them even now, albeit those early aspirations towards a seafaring life have not been fulfilled.

The arrangement of the book is very convenient for reference: the plates (except, of course, the frontispiece) are put all together at the end, preceded by the author's descriptive record, dealing separately with each vessel in corresponding order, and an alphabetical index. At the beginning is a short general essay on shipping in the period covered, with a dedication "to Sir Charles Cottier, lover of the tall ships," and a foreword expressing the author's debt to Mr. A. G. H. Macpherson, of Alverstoke, without whose great collection of marine prints and lithographs the work would not have come into being.

"The nine decades between the years 1780 and 1870," writes Mr. Bowen, "may well be described as the Golden Age of Sail. . . . By 1870 the clipper ship was in her prime, walking the seas in beauty like a thing of life, and few would have dared to foretell her sudden eclipse in favour of the strictly utilitarian steamer. Between those years, however, the history of sailing ships and sailing-ship design is fascinatingly interesting, and every voyage was a romance." In differentiating the various types he points out that "the West Indiamen were absolutely unlike the East Indiamen," and that the American colonists, who built for speed, "went in very strongly for schooners, although the well-known legend of the origin of the name must be regarded with a good deal of suspicion." His omission of the legend is typical of the specialist's too common assumption that everyone knows his subject as well as he does. The remark made above, that the book does not concern the Navy, must be qualified to the extent that "East Indiamen . . . were more men-of-war than merchantmen, and some of them were actually taken into the King's service as frigates."

The pirate ship, we learn, was not always of the "low raking" type beloved of novelists, but was any old cargo boat the pirates happened to have captured.

In Mr. Bowen's notes on individual ships, and miscellaneous subjects interspersed, there is a marvellous deal of exciting incident compressed, with log-like brevity, into short sentences, such as: "They captured nine Dutch Indiamen in the course of a short cruise." The book is a mine of suggestion for the writers of adventure stories: witness the short character-sketch of "Bully" Waterman—ashore "an unctuous hypocrite," but at sea "a devil incarnate." One note, on the much-disputed time of a transatlantic run made by the packet ship *Dreadnought* in 1859, contains an interesting tribute to this paper. "Those who criticise the possibility of this passage maintain that it is not mentioned in any newspaper of the period. . . . As a matter of fact, it was mentioned in *The Illustrated London News* of that date, which by that time was more reliable than most papers on matters of this sort."

A pathetic element in the story of these old queens of the wave is the fact that some still exist, "fallen on evil days." Thus the *Three Brothers*, launched in 1855, and used in the American Civil War is now a coal hulk at Gibraltar, where few know her history. The famous *Cutty Sark*, with whose launch in 1869 "the Golden Age of Sail may be said to have ended," underwent many indignities until she was bought by a West Country enthusiast, Captain Downman, who re-rigged her as of old. She now lies in Falmouth Harbour. In connection with another clipper built for the *Cutty Sark's* original owner—the *Blackadder*—we get a curious bit of sea superstition. "Her early career was marked by a long series of accidents which strikingly illustrated the bad luck which so often

dogs a ship bearing the name of a reptile." Moral—do not call your craft the *Alligator* or the *Sea Serpent*!

Our next adventure, by land, is strictly military, and takes the form of "BRITISH LIGHT INFANTRY IN THE EIGHTEENTH CENTURY," by Colonel J. F. C. Fuller, D.S.O., With numerous plans and diagrams (Hutchinson; 70s. 6d. net). The book is written as an introduction to the author's previous work, "Sir John Moore's System of Training," and traces the development of light infantry in the British Army from the time of the Seven Years' War, when their utility first became apparent. "From this war onwards, and until the day when Sir John Moore formed his famous camp at Shorncliffe, a determined struggle took place between a few clear-sighted men and the adherents of the traditional school, with Frederick as its master. . . . What these men proposed, Moore accomplished; thus it came about that the British Army was reborn in the camp at Shorncliffe. Here a new tactics was given to it and a soul breathed into its body. It was this army which, more than any other army, conquered Napoleon."

The struggle between the reformers and the traditionalists was concerned with questions both of tactics

his book will also appeal to the general reader. He does not oppress one with technicalities; he has a broad outlook; and he describes many stirring events and notable personalities in a clear and vigorous style. As a general reader myself, I can vouch for these facts, and, as a Londoner, I was interested in an allusion to the Duke of York's Column by Waterloo Place. "Many have passed by his statue," says Colonel Fuller, "and wondered why it was erected and what entitled him to a column as towering as that of Lord Nelson." Here the reason is explained. "The Duke of York re-created, from a criminal rabble, supported by corrupt politicians, an unconquerable army." He became Commander-in-Chief in Great Britain and Ireland in 1801, and it was his reforms that rendered possible Wellington's victories.

Colonel Fuller is not only a military historian: he is also a military prophet. His final word is on the future. "To-day we are faced by a new tactics, a tactics of armoured machines. These new tactics will demand a new discipline, as highly intellectual as Moore's was highly moral and Frederick's highly brutal. . . . The army which grasps this change first is the army which stands to win."

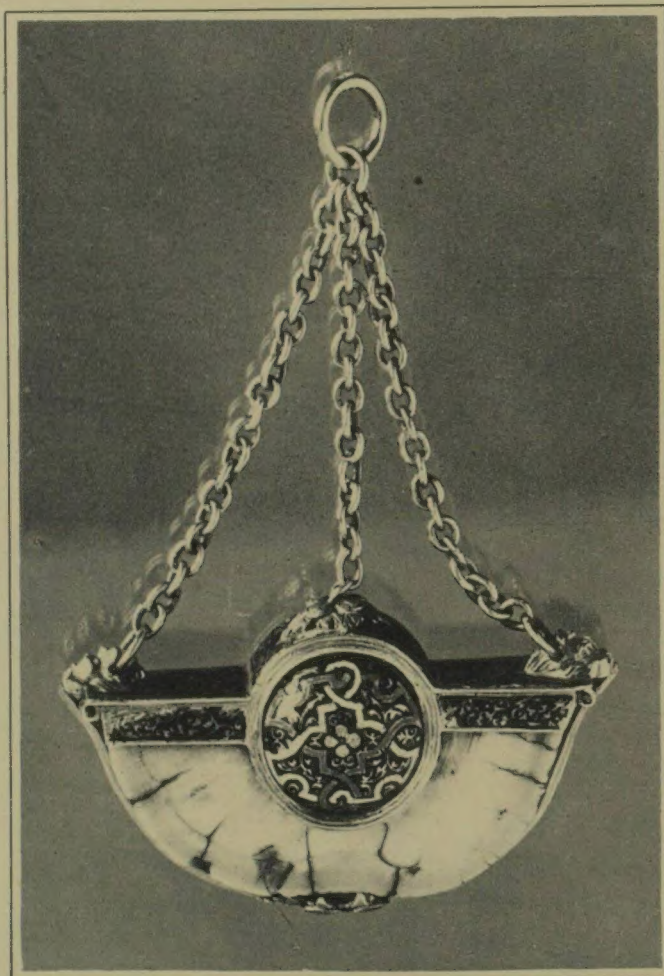
One would hardly expect to find a corollary to a work on light infantry in a book about a cathedral, yet such has just been my experience. To refresh pleasant memories of a visit to Winchester (where, incidentally, my companion and I, in going over William of Wykeham's famous school, had the unexpected pleasure of a chat with the Headmaster), I was dipping into a new volume of Dent's tasteful series on Cathedrals, Abbeys, and Famous Churches, namely, "WINCHESTER AND SALISBURY," by Edward Foord (Dent; 2s. 6d. net). Here in the pages concerning the regimental memorials in Winchester Cathedral, including those of the Rifle Brigade and the King's Royal Rifle Corps, I came across a passage that might well have been penned by Colonel Fuller, and, in fact, covers part of his ground. Among other things, Mr. Foord describes the battle of Bussaco, on Sept. 27, 1810, "perhaps the most perfect example of the new tactics," where thirteen French battalions attacked a height defended by Crawford's Light Division. The climax of the fight recalls dramatically the name of Colonel Fuller's hero. "Then Crawford waved his hat, and his high screaming voice cleft the uproar: 'Now, 43rd! Avenge the death of Sir John Moore.'"

Another new volume of the same series is that on "WESTMINSTER ABBEY," by Beatrice Home (Dent; 2s. 6d. net), which includes also St. Margaret's, Westminster, Lambeth Church, Chelsea Old Church, and St. George's Chapel, Windsor. The charm of these well-illustrated little books is due largely to the excellent principle enunciated by the general editor, Mr. Gordon Home, who encouraged the writers "to emphasise the personal aspect of the buildings described," and to present "as human beings" the men and women commemorated by monuments.

Our adventure by air consists of a dainty little book, suitably bound in rainbow hues, entitled "A FLYING VISIT TO THE MIDDLE EAST," by the Right Hon. Sir Samuel Hoare, Bt., C.M.G., M.P., Secretary of State for Air (Cambridge University Press; 3s. 6d. net). It will be recalled that the Air Minister and the Colonial Secretary, Mr. Amery, in the spring of this year, travelled by aeroplane to Palestine and Iraq, which for some three years have been under Air Force control, to study political and military conditions. "It was very necessary," writes Sir Samuel Hoare, "that someone in authority should see for himself the vast territories which the Peace Treaty had placed under our unwilling supervision in the Middle East. . . . Should we ever have undertaken the Mandates? Should we ever have spent a single British life or a single British sovereign in maintaining order in Palestine, Trans-Jordan, and Iraq? Should we ever have accepted responsibility for the Zionist Declaration in Palestine or for the Hashimite régime at Baghdad and Amman?"

Those questions are particularly topical just now in view of King Feisal's recent arrival in London and the criticisms of the French Press on British policy in Mesopotamia. The answers to them are not given here, for, as Sir Samuel says, "Questions of high policy, which I have purposely omitted, can be discussed in Parliament." His little book is not a political treatise, but a lively account of his personal experiences and impressions during an air journey of 3500 miles; and it embodies the lectures which, on his return, he gave in Chelsea and at Harrow School. It makes delightful reading, and is illustrated with some excellent photographs taken by two of his travelling companions. While avoiding political controversy, he bestows unstinted praise on the efficiency and economy of the work done by the R.A.F. in Iraq, and on the organisers of his tour.

C. E. B.



THE HORN OF THE "UNICORN" AS AN ELIZABETHAN CHARM: THE DANNY JEWEL—A REMARKABLE ENGLISH SIXTEENTH-CENTURY PENDANT MADE FROM A PIECE OF NARWHAL'S TUSK, AND NOW IN THE NATIONAL COLLECTION.

This curious ornament is an acquisition under the Bryan Bequest to the Victoria and Albert Museum, which has just issued a new illustrated booklet describing them, as noted on page 401. The jewel is formed from a half-section of a narwhal's tusk, mounted in enamelled gold and suspended by three gold chains from a ring. It was doubtless worn (we read) "as a charm, the narwhal's tusk (the so-called 'unicorn's horn') being regarded in former times as a protection against bad luck, and also as a detector of poison." It is known as the Danny Jewel, having formerly belonged to the Campions of Danny, an old Sussex family. A similar pendant appears in a portrait of Robert Bristow, dated 1580, in the possession of Sir Thomas Neave, at Dagnam Park, Essex.—[By Courtesy of the Victoria and Albert Museum.]

and discipline. Frederick the Great, of Prussia, regarded his men as "cannon-fodder," and favoured close formation and mechanical obedience. The reformers treated the soldier as a human being, taught him to think, and introduced the methods of open order. The recognition of the human factor grew out of the social ideas generated by the French Revolution: the new tactical system "was born in the backwoods of America." Summing-up, Colonel Fuller says: "In this small book I have traced this evolution from Frederick to Colonel William Stewart, or, if you will, from brutality to humanity. I have ended . . . with the establishment of the Experimental Rifle Corps in 1800, because this unit forms, in the British Army, the stepping-stone between the old epoch and the new—the system of Frederick and the system of Moore."

Although Colonel Fuller, who is an instructor at the Staff College, has written primarily for military students,



## A "BUN" PROCESSION: AT AN AUGUST FÊTE IN RURAL FRANCE.

DRAWN BY STEVEN SPURRIER, R.O.I., FROM MATERIAL SUPPLIED BY JAN GORDON.



TAKING THE "BUN" IN PROCESSION ROUND THE TOWN: A CURIOUS ANNUAL FESTIVAL AT NAJAC.

"Najac," says Mr. Spurrier in a note on his drawing, "has a peculiar fête in August. A huge bun is carried round the town in procession. There are the usual festivities of a French town *en fête*." Further details are lacking, and we have failed to trace the origin and meaning of this curious custom, nor can we say whether it gave birth to the popular slang phrase, "to take the bun." The Najac bun, it will be seen, differs considerably from the usual article, resembling rather a kind of oval life-belt. Najac is a small inland town in southern France,

in the Department of Aveyron, not far from Villefranche. It is picturesquely situated on a hill bounded on three sides by a curve of the river, and crowned with a ruined mediæval castle. The town has another association with comestibles, for it is, or was, noted (according to an authority writing thirty years ago) for "celebrated hams, known as Villefranche hams." In railway refreshment rooms and places where they eat there is, of course, a traditional connection between buns and ham sandwiches.—[Drawing Copyrighted in the United States and Canada.]



## THE DYOTT EXPEDITION IN THE ANDES: VOLCANOES; PRECIPICES.

PHOTOGRAPHS BY COURTESY OF MR. G. M. DYOTT, F.R.G.S.



WITH THE SNOW LYING IN GREAT HUMMOCKS COVERED WITH SEVERAL INCHES OF CINDERS AND VOLCANIC ASH, THE RESULT OF RECENT ERUPTIONS: THE SUMMIT OF TUNGURAHUA (16,684 FT.), A GREAT VOLCANO OF INTERMITTENT ACTIVITY IN ECUADOR.



WHERE A FALSE STEP WOULD HURL THE TRAVELLER TO DEATH TWO THOUSAND FEET BELOW: A MOUNTAIN TRAIL IN THE ANDES, LIKE A SHELF CUT IN THE SOLID ROCK.



ONCE DAMMED FOR A WEEK BY AN ERUPTION OF TUNGURAHUA: THE RIVER PASTAZA (A TRIBUTARY OF THE AMAZON) IN A DEEP GORGE FLANKED WITH BASALTIC LAVA.

Ecuador, lying astride the Equator and embracing a vast stretch of the Andes, to say nothing of thousands of square miles of tropical jungle, boasts an infinite variety of climate and natural resources. Mr. G. M. Dyott, who, in company with Mr. G. C. Johnston, has just returned from a prolonged sojourn in this little-known part of the world, explored many areas of great scientific interest. Amongst other things the famous volcano of Tungurahua was ascended, and, while his party were on the rim of the crater, an eruption started. Like other volcanoes in Ecuador, Tungurahua is not always in a state of activity; there

will be years when it lies dormant, then suddenly, without hint or warning, it will pour out lava from its enormous crater, causing the greatest consternation on all sides. In 1918 it sprang into action after a long period of inactivity; a great stream of lava flowed down its N.W. slope and dammed up the river Pastaza which encircles its base. The river ceased to function for an entire week. On this same occasion ashes fell in Guayaquil on the coast over one hundred miles away, and the town of Riobamba suffered from quite a bombardment of cinders.



## CONTRASTS OF ANDEAN TRAVEL: FORESTS AND SNOW-CLAD HEIGHTS.

PHOTOGRAPHS BY COURTESY OF MR. G. M. DYOTT, F.R.G.S.



ON MULE-BACK IN THE FOREST COUNTRY OF THE AMAZON: A TYPICAL SCENE OF MR. DYOTT'S LONG JOURNEY THROUGH THE LOWER VALLEYS BEFORE REACHING THE VOLCANO DISTRICTS OF ECUADOR—A TRAIL AMID DENSE VEGETATION, WHERE MULES HAD USUALLY TO BE DISCARDED FOR "FOOT-SLOGGING."



"WHERE EACH DROP OF WATER OOZING FROM BOGGY GROUND, AND EACH TRICKLE FROM THE FROZEN LIPS OF GLACIERS, HAD BUT ONE OBJECT—TO JOIN THE AMAZON": SNOW-CLAD HEIGHTS (15,000 FT.) CROSSED BY MR. DYOTT BEFORE REACHING THE VOLCANOES.

"In traversing the great Cordillera of the Andes from W. to E., the variation of scenery is astonishing. Mr. G. M. Dyott, in his recent expedition, was destined to spend many months wandering through narrow valleys and angular ravines up on to the open Paramos, as the wind-swept plateaux in Ecuador are called. Nothing but a kind of grass grows at this height; of habitations there are few, if any. Once the leading mule of his pack train hesitated, slipped, and the next moment the ground on which it stood cracked open and the unfortunate animal sank into a sea of black slime beneath, never to be seen again. Many a human being and many a beast has succumbed to the hard-

ships of the trail, as piles of bleaching bones testify. Near Sangai, Mr. Dyott's party suffered considerably, for here no vestige of a trail existed, and bad weather lasted week after week. After six months in the mountains a descent was made down the eastern slope of the Andes to the forest country of the Amazon. The excessive heat of the plains was now as bad as the cold of the Sierra; insects became troublesome; vampire bats sucked the blood of their victims at night. Mules had to be discarded in favour of foot-slogging; then, when rivers were encountered, rafts were used for some four hundred miles. Eventually after a year and a half of incessant travelling, the Amazon was reached."



# FROM DESCENDANTS OF THE INCAS TO PRIMITIVE FOREST

PHOTOGRAPHS BY COURTESY OF



KNOWN BY HIS HANDICRAFT AS CHUCUPIARI ("THE MAKER OF ARROWS"): A FAMOUS NATIVE ARCHER SKILLED BOTH IN MAKING AND USING BOWS AND ARROWS.



ADORNED WITH FACE-MARKINGS IN A RED COLOUR OBTAINED FROM A JUNGLE SEED: TWO OF SUNGA'S THREE WIVES (EACH OF DISTINCT TYPE) AND THEIR CHILDREN OUTSIDE A GRASS HOUSE AT THE FOOT OF A VOLCANO.



NICKNAMED PAILYARI ("SWEET BANANA") TYPICAL OF NATIVE CUSTOM IN NOMENCLATURE: A WOMAN OF A FOREST INDIAN TRIBE, WITH HER CHILD, OUTSIDE A GRASS HUT.



WHERE REAL NAMES ARE KEPT SECRET AND NICKNAMES ADOPTED FROM PERSONAL CHARACTERISTICS: A PILOT CALLED SUNGA (AFTER A WHISTLING BIRD) PLAYING HIS WHISTLE.

# INDIANS: CONTRASTED NATIVE TYPES IN SOUTH AMERICA.

MR. G. M. DYOTT, F.R.G.S.



MR. DYOTT'S CAMERA-CARRIER WHO ENABLED HIM TO GET PORTRAITS OF SHY NATIVES: SARINNY (RIGHT) AND A COMRADE, BOTH WITH FACES COLOURED RED.



THE MOST ACTIVE OF MR. DYOTT'S PARTY OF INDIAN BEARERS: MOHAMERI ("LONG ARMS"), A STURDY YOUNG FELLOW OF ABOUT EIGHTEEN.



VERY LIKE A LITTLE EUROPEAN RAGAMUFFIN: A YOUNG INDIAN BOY IN ONE OF THE MOUNTAIN VILLAGES OF THE VOLCANO DISTRICT, TYPICAL OF HUNDREDS OF NATIVE CHILDREN.



BEARING THE NICKNAME OF EMPEKARI ("A BIRD OF SEVEN COLOURS"): A VETERAN IN MR. DYOTT'S PARTY OF CARRIERS, A WILLING WORKER IN SPITE OF HIS YEARS.

"Mr. G. M. Dyott on his last trip across the South American continent covered about 3000 miles, and, as was only to be expected, encountered many strange people. In Ecuador proper are found the usual Latin American people, charming and courteous to the stranger; but once off the beaten path, up in the mountains or down deep in the far-off forests, many unusual and interesting types of humanity are to be met with. Throughout the Andes, from Bolivia up north to Ecuador, the Quechua-speaking Indians, or mountain Indians, are to be found, simple folk, keeping to themselves and engaging in agricultural pursuits in a modest way. They are the descendants of the old Inca race; they still speak their language and keep up a few of their customs. Some of them are remarkably fine-looking and might well pass for Europeans. Notice the small ragamuffin on this page: what a nice little chap he is, and there are hundreds more like him. It was amongst men of this type that Mr. Dyott recruited his army of cargo-bearers. Strong, sturdy fellows were essential, as the carrying of heavy loads running up to 60 lb. weight was no child's play. . . . In the lowlands around the base of the mountains and in the river country entirely

different types are found. These people, known generally as forest Indians, are wild and semi-savage, sometimes completely so. Some are hostile to the whites, and resent the intrusion of strangers. In dealing with them great tact has to be displayed, but, once convinced as to one's friendly intentions, they can be exceedingly helpful. . . . Those shown herewith are chiefly from the Pyrene river, and are skilled at navigating the rapids in lightly built rafts. In common with other primitive people, they assume the names of birds, animal plants, and so on, which generally refer to some peculiarity of the individual. For example, the man playing on a whistle was nicknamed Sunga because that is the name of a jungle bird that whistles very loudly. . . . Indian nicknames are frequently changed. Each individual has a real name, but he is never called by it; in fact, no one knows it but the man and his parents; it is a strict secret. The idea is that, if you know a man's name, you can direct the evil spirits to harm him, but how can you tell them whom to vent their ill-will upon if you don't know your enemy's name? There are plenty of men called Sunga."



# THE RUINS OF JERASH AND PALMYRA ARE FALLING

PHOTOGRAPHS BY COURTESY OF THE BRITISH

# DOWN! TASKS FOR THE MANDATORY POWERS.

SCHOOL OF ARCHEOLOGY IN JERUSALEM.



SHOWING THE PERILOUS CONDITION OF ONE OF THE FINEST CLASSICAL RUINS IN PALESTINE: THE SUN TEMPLE (EAST SIDE) AT JERASH (ROMAN GERAZA).



DUE TO EARTHQUAKE: THE DRUMS OF A COLUMN AT JERASH "CREEPING" AND CRACKING, LIKE A CHILD'S PILLAR OF "BRICKS" BADLY BALANCED.



MOVED FROM ITS BASE BY AN EARTHQUAKE: THE LOWEST DRUM OF A "CREEPING" COLUMN AT JERASH.



WHERE URGENT STEPS HAVE BECOME NECESSARY TO PREVENT FURTHER FALLS OF MASONRY. THE SOUTH SIDE OF THE SUN TEMPLE AT JERASH.



SHOWING THE DANGEROUS GAPS IN THE UPPER MASONRY AT THE CORNERS OF THE BUILDING: THE WESTERN SIDE OF THE SUN TEMPLE AT JERASH.



A SIMILAR TASK OF REPAIR AND CONSOLIDATION CONFRONTING THE FRENCH ARCHEOLOGICAL AUTHORITIES IN SYRIA - A TEMPLE FAÇADE AT PALMYRA, SHOWING WIDE GAPS IN THE MASONRY OF THE PEDIMENT ABOVE THE CAPITALS OF THE COLUMNS.



WITH THE KEY-STONE OF THE ARCH SLIPPING DOWN AND LIKELY TO FALL: THE HITHERTO NEGLECTED CONDITION OF THE FAMOUS ARCHWAY AT PALMYRA, WHERE THE FRENCH ARE NOW ACTIVELY ENGAGED IN REPAIRING AND PRESERVING THE RUINS.



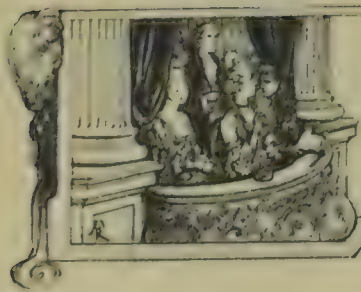
In undertaking the Mandates for Palestine and Syria respectively, Britain and France assumed responsibility for the care of all the great monuments of the past in those two countries. The task of the archaeological authorities is not only to excavate new sites and make fresh discoveries, but also to preserve existing ruins and reconstruct, as far as possible, their fallen fragments. It is to be hoped that, in carrying out such duties in Palestine, they will not be stinted of necessary funds, but will be enabled to perform the work in a manner that will redound to the credit of British rule. Much has already been done, but much remains to do. The latest results of the work of research and conservation at Jerash, the Roman Geraza, under Mr. Horsfield, the architect in charge, were illustrated in our issue of August 1. The above photographs show the precarious condition of some other ruins, notably the fine building

known as the "Sun Temple," and the urgent need for repair and consolidation. The dangerous state of the ancient masonry, the formation of cracks and gaps, and the shifting, or "creeping," of the drums of columns, has been caused in the past by earthquakes. As the two photographs on the right show, the French have similar problems to face at Palmyra, and they have actively organised the work of preserving the famous ruins under their charge. Both Jerash and Palmyra, it may be noted, are now readily accessible by motor-car. Palmyra is gaining importance as a post on the desert motor route between Beirut and Baghdad. Jerash lies among the mountains of Gilead, 56 miles north-east of Jerusalem, and 20 miles east of the Jordan. The Romans began to build there in 65 B.C., but the ruins, which include two theatres, belong mainly to the second century A.D., when Geraza had become a large town.



# The World of the Theatre.

By J. T. GREIN.



## "CUTS."—EVE LAVALLIERE.

TWO men of great distinction have agreed to differ on an issue which seems small to the general public, yet is of great moment within the gates of the world of the theatre. Mr. Robert Atkins insisted on cuts in the manuscript of Israel Zangwill's



A "GOYA" BALLET ON A GRILL-ROOM STAGE: M. LEONIDE MASSINE IN "THE PICNIC," A STRIKING ITEM IN "BON TON," AT THE TROCADERO.

"Bon Ton," a song and dance show produced by Mr. C. B. Cochran at the Trocadero Restaurant, is the most ambitious entertainment yet given on the grill-room stage there. It is presented every night, except Sundays, at 11.30 p.m. and contains ten items. The most notable is a miniature ballet entitled "The Picnic," with choreography by M. Leonide Massine, who dances in it, and costumes and scenery in the style of Goya, designed by Miss Doris Zinkeisen.

play, "We Moderns," and the author demurred that he—as well as all his brother dramatists—should, as a matter of principle, have full control. Theoretically, there can be no doubt that the scales incline to the author, for the play is his child, and therefore his is the right of correction. Legally, he would be right too, unless the contract, merely a lease, allows structural alterations—a clause which, so far, may be an isolated exception, but is certainly not a rule. But there is an unwritten law in the theatre which overrides all other considerations, and that is practice. And practically, it must be confessed in this case—as in many others—Mr. Atkins was right and Mr. Zangwill was over-zealous, and perhaps unwise not to listen to the producer. Even those who admire Mr. Zangwill's writings—and I am fervently one of them—had to admit on this occasion that verbosity discounted the chances of the play. I, for one, felt on the first night that a good ten minutes' curtailment of each act would have made a successful evening, and possibly a long run, instead of a *succès d'estime*. We were all literally benumbed by the never-ceasing flow of dialogue—often witty, I admit, but so profuse that the action was drowned in prolixity. By the end of the evening I felt as if my head would burst from sheer repletion, and for once I thanked my stars that it was not my task to fly to an office to record my impressions on the spur of the moment. I could have said nothing because I had heard too much, and I required time to collect myself. The fog did not lift until the next morning, after a restless night: then and only then could I sift my thoughts and do justice to the merits of the play. Nor is this experience unique. Time after time I have seen plays strand on the rocks of "more explanations" when all was said and a swift curtain would have sounded the auspicious *point d'orgue*. As experience has vouchsafed me some sense of the theatre, I always feel when the moment has come to drop the cloth. I see it coming like a boat nearing harbour; and a few seconds before the crucial "now" my eyes wander upwards or sideways, as the curtain may be folded, in hope and prayer—a minute may mean a world to the fate of a play.

I shall never forget what befell the late Haddon Chambers's last play, produced after his death by his gifted widow, Pepita Bobadilla, at the Savoy. For two acts all went well. The climax rose and rose. We all looked forward to the gladness of paying tribute to his memory. Then came the third, deftly built up to a point making

straight for an ending which, if not exactly happy, was the right and dramatic solution. "Now for the curtain," we all thought, "and then it is a sure winner." But—the pity of it!—that curtain would not budge; on and on went the dialogue. I drew out my watch to time it; twenty mortal minutes crawled in endlessness until at length the audience was released. By that time enthusiasm had evaporated, the actors received their well-earned tribute—but "how it dragged!" was the watchword in the corridors of the emptying playhouse. And that spells failure. Next day, I think, the blue pencil was vigorously applied. But it was too late. The play lingered, but it did not live. And this experience is one among many. Time after time has the belated or insufficient "cut" spoilt effect or marred a final impression. Time after time has the obstinacy, I might almost say the enamoured fancy, of an author for his words wreaked vengeance on the box-office. One line, one over-elaborated situation, may kill an act—just as a dramatic scene in our theatre (rarely abroad) may be ruined by the laugh caused by a slip, a falling chair, a wandering cat, or an all too sonorous kiss.

Cutting is in a way a fine art, and one that comes to the producer by practice, but is the dower of very few authors. They create on paper, and paper is patient; whereas plasticity demurs and suffers from excess of length. Only authors whose stage-craft is equal to their imagination know exactly how much to say and how to say it; but they are the fewest, and often—as in the case of Shaw and Barrie—their dominating power over the public enforces the acceptance of such verbal exuberance as would never be tolerated from others.

Nor is "cutting" by the producer in full harmony with the author a complete panacea. It has to be remembered that the great familiarity with the play, its constant rehearsals, with all their halts for correction, jogging memory, alteration of position, etc., gradually saturates all concerned in the forthcoming performance to the degree of blurring. They become "fuzzed," as the parlance goes; they lose the right focus and vision. Not until the dress rehearsal do they realise the "too much"; and as the actors, as well as

all concerned, are in the throes of nervousness, it is dangerous to interfere at the eleventh hour. Hence the constant promenading of new plays in the provincial centres. As "cuts" are a necessary evil, it would be a good thing to find a method by which a play could be tested without trial trips. And it is close at hand. In the first place, let there be three dress rehearsals instead of one. Next, at each of these rehearsals a brother producer should be invited to be present for critical survey. He would come with an open mind, and, as it were, sense the current of the



THE REAL SERPENT THAT SUGGESTED THE METAPHOR: JACK RACE (MR. HENRY DANIELL) AND TONY DORNING (MR. RICHARD BIRD) FASCINATED

A SCENE IN "COBRA," AT THE GARRICK THEATRE.

Mr. Martin Brown's new play, "Cobra," at the Garrick Theatre, concerns the love affairs of two American undergraduates, Jack and Tony, who afterwards become partners in business. Elise, who marries Tony and tempts Jack, is the "cobra" of the piece, so named from the deadliness of her fascination.

play, make his notes, and, without interfering during the performance, hand in his budget of remarks, to be amplified by his two following colleagues. If they know their business, as they may be expected to do, then a cut in time will save nine.

Eve!

Was ever a name of happier christening? For she was the incarnation of the world, the flesh, and the devil; but there was a little angel in her too. The same woman who began with "La Belle Hélène" and ended with "La Dame de Chez Maxime"—the very titles tell a tale—could strike the note of infinite tenderness. Josephine in Capus's "La Veine" added world fame to her Bohemian glory; and when she played "L'Oiseau Blessé," she moved Paris to tears.

Complex as an artist, she was even more so in life. A strange mixture of all that is gay, with an intense note of sadness even in the midst of joy. Hers was the power of personality. When, after her run at the Variétés, she decided to swap saddles and to become a serious actress, all Paris was agog: would she, the *gamine par excellence*, succeed in parts of pathos and of passion? And her answer was immediate and conclusive; deep down in her vibrated all that is tender and sensitive and—it would come out later in real life—religiousness. The last time I saw her (it was at the Savoy during the war, trying to prevail upon her to take part in a charity *matinée*) I was deeply impressed by her inclination towards seclusion. She had been stricken to the heart by the loss of her dearest—"J'ai assez de ce monde," she said. And she begged me to find her a place somewhere in Surrey where "big trees would hide her from the public gaze." She found it, and for months led a monastic life. Barefoot and in *négligé* attire she would wander in her garden in solitude and meditation. That was the preface. When she returned to France, she announced her farewell to the stage. Eagerly sought after by authors and managers, she vanished from sight. Rumour had it that she had retired into a nunnery, and it was true. Only latterly a French journalist found her—white, broken in health, clad in the coarse raiment of penance, spending her days in church and as a good Samaritan to the poor. "Her wondrous eyes," said he, "are still full of magic; but they have ceased to laugh; they have taken a veil, like their owner." She is a living symbol of "sic transit." But the world will never forget her.



A METAPHORICAL SERPENT: ELISE (MISS ISABEL JEANS) AS THE TEMPTRESS IN "COBRA," AT THE GARRICK THEATRE.

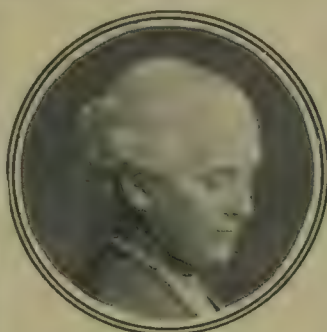


# PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.

PHOTOGRAPHS BY CENTRAL PRESS, VANDYK, ELLIOTT AND FRY, TOPICAL, SPORT AND GENERAL, G.P.U., LAFAYETTE, BARRETT, CLAUDE HARRIS, HUGH CECIL, AND SWAINE.



THE KING IN SCOTLAND: HIS MAJESTY, WITH PRINCE HENRY (RIGHT), INSPECTS THE GUARD OF HONOUR AT BALLATER.



FORMERLY VICE-PRINCIPAL OF NEWNHAM: THE LATE MISS HELEN GLADSTONE.



KIDNAPPED (WITH HIS WIFE) BY CHINESE: BISHOP MOWLL.



THE QUEEN IN SCOTLAND: HER MAJESTY ARRIVING AT INVERESK CHURCH TO ATTEND THE PRESBYTERIAN SERVICE.



DEAN OF WESTMINSTER FOR THE LAST FOURTEEN YEARS: THE LATE BISHOP HERBERT EDWARD RYLE.



THE FRENCH FINANCE MINISTER IN LONDON: M. CAILLAUX (CENTRE) MET AT VICTORIA BY M. DE FLEURIAU (IN TOP HAT), THE FRENCH AMBASSADOR.



A DISTINGUISHED OFFICIAL OF THE COLONIAL OFFICE: THE LATE SIR MONTAGU OMMANNEY.



AUTHOR OF MANY POPULAR MELODRAMAS: MARRIED TO MRS. ELOISE ROWE ELLIS: THE LATE MR. ARTHUR SHIRLEY.



MARRIED TO MRS. ELOISE ROWE ELLIS: SIR CHARLES HIGHAM.



MARRIED TO SIR CHARLES HIGHAM: MRS. E. R. ELLIS (NOW LADY HIGHAM).



THE FOUNDER OF NIGERIA: THE LATE SIR GEORGE GOLDIE.

The King, with Prince Henry, arrived at Balmoral on August 18. The guard of honour at Ballater Station was furnished by the 2nd Batt. Gordon Highlanders. The Queen went to Scotland a few days later, arriving in Edinburgh on the 22nd. The next day (Sunday) she motored to Inveresk, and attended service at the parish church.—Miss Helen Gladstone, youngest daughter of the great statesman, was Vice-Principal of Newnham for fifteen years, and afterwards Warden of the Women's University Settlement in Southwark.—Bishop Mowll, Assistant Bishop in Western China, was kidnapped by bandits, with his wife and six other British missionaries, on August 6. They were reported to be safe and well treated.—Bishop Ryle had been Dean of Westminster since 1911, when he resigned the

see of Winchester.—M. Caillaux arrived in London on August 23 to discuss with Mr. Churchill the funding of the French debt.—Sir Montagu Ommanney was Permanent Under-Secretary for the Colonies from 1900 to 1907.—Mr. Arthur Shirley wrote, or collaborated in, over 100 melodramas, including "Woman and Wine," "My Old Dutch," and "Ned Kean of Old Drury."—Sir Charles Higham, the well-known publicist, was M.P. for South Islington from 1918 to 1922. He has written much on Labour problems. Lady Higham is a daughter of the late Mr. J. C. Rowe, of Buffalo, N.Y.—Sir George Goldie founded the Royal Niger Company, and was the leading spirit in securing Nigeria for the British Empire. He was born in the Isle of Man in 1846.



# AT HOME AND ABROAD: PHOTOGRAPHS OF NOTABLE

PHOTOGRAPHS BY HARRIS AND EWING, TOPICAL, CENTRAL



FORBIDDEN TO WEAR HOODS OVER THEIR FACES: A PARADE OF 25,000 KU KLUX KLANSMEN IN WASHINGTON—THE SCENE IN PENNSYLVANIA AVENUE, WITH THE CAPITOL AT THE FAR END.



SOLDIER PERFORMERS IN THE GREAT TORCHLIGHT AND SEARCHLIGHT TATTOO AT WEMBLEY GIVEN BY THE THREE FIGHTING SERVICES: BILLETTS IN THE PALACE OF ENGINEERING.

The Ku Klux Klan held a big parade in Washington on August 8, when 25,000 members of the Klan marched from the Capitol along Pennsylvania Avenue to the Washington Monument, where a mass meeting took place. The authorities prevented a counter demonstration from being organised, and police were out in force, so that all passed off quietly. The crowds of spectators were apathetic, and chiefly interested in the uncovered faces of the Klansmen and Klanswomen, who had been forbidden to wear the customary hoods with eye-slits.—In the great Torchlight and Searchlight Tattoo given at Wembley by the Navy, Army, and Air Force, some two thousand sailors, soldiers, and airmen are taking part.—The exiled King Hussein of the Hejaz, who abdicated last October, and not long ago was conveyed in a British war-ship to Cyprus, where he is now living, recently wrote to the "Times" to appeal to the British people on behalf of the sacred city of Medina, threatened by the Wahabis. On August 24 it was reported that they had bombarded the city and damaged



THE EXILED KING OF THE HEJAZ, WHO RECENTLY THE WAHABIS: KING HUSSEIN



ANOTHER FRENCH RAILWAY DISASTER—THE FOURTH AT ETIGNY, NEAR SENS, WHERE A



AN ACCIDENT IN WHICH 100 BRITISH TRAVELLERS COACH OF THE PARIS-CETTE TRAIN RUN INTO

# RECENT EVENTS IN MANY PARTS OF THE WORLD.

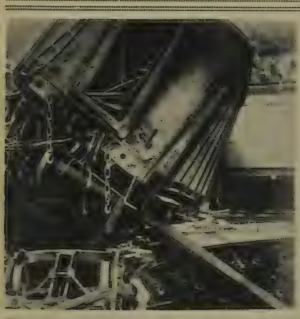
PRESS, "DAILY MAIL," THE "TIMES," AND KEYSTONE.



APPEALED FOR AID FOR MEDINA AGAINST LANDING IN CYPRUS.



IN A FORTNIGHT: WRECKAGE AFTER THE COLLISION PEOPLE WERE KILLED AND 29 INJURED.



ESCAPED WITH A SEVERE SHAKING: A WRECKED FROM BEHIND BY ANOTHER, NEAR SENS.



ANTI-ZIONIST RIOTS IN VIENNA, WHERE 132 DEMONSTRATORS WERE ARRESTED: MOUNTED POLICE WITH DRAWN SABRES DISPERSING A CROWD OF "HACKENKREUZLER" (FASCISTS).



THE FIRST POLISH ARMY MANOEUVRES HELD SINCE POLAND REGAINED HER INDEPENDENCE: A POLISH SOLDIER BRINGING HIS MACHINE-GUN INTO ACTION.

the Prophet's tomb.—On August 23 a fast train from Paris to Cette, which had stopped near Sens, was run into from behind by another fast train from Paris to Aix-les-Bains and Chamonix. Four people were killed and 29 injured. Previous accidents on French lines occurred on August 13 at Amiens, on the 14th at Pontoise, and on the 15th at St. Denis. In these four accidents 21 people were killed and 260 injured.—Vienna has been the scene of anti-Semitic disturbances for some weeks past. That illustrated above took place on August 17. A later demonstration, on the 22nd, against the holding of the Zionist Congress in Vienna, passed off without incident.—The recent army manoeuvres in Poland were attended by many foreign representatives, including Major-General Sir Edmund Ironside (Great Britain) and General Gouraud (France), who both complimented the Polish Minister of War, General Sikorsky, on the quality and training of the troops. General Ironside recalled that he had commanded Polish detachments at Murmansk.



# "HAMLET" IN MODERN DRESS, INCLUDING OXFORD TROUSERS AND "PLUS FOURS": A BOLD VENTURE AT THE KINGSWAY.

PHOTOGRAPHS BY LENARE.



THE GHOST IN MODERN DANISH UNIFORM: HAMLET'S MURDERED FATHER AS PRESENTED AT THE KINGSWAY.



LOUNGE SUITS AND BOBBED HAIR: (L. TO R.) POLONIUS (MR. A. BROMLEY-DAVENPORT), LAERTES, AND OPHELIA (MISS MURIEL HEWITT).



WITH CHARACTERS IN MODERN MOURNING COSTUMES, SOLDIERS IN DANISH UNIFORM, AND A PRIEST IN MODERN VESTMENTS: THE KING (EXTREME LEFT) PLOTTING AGAINST HAMLET AT THE GRAVE OF OPHELIA.



HAMLET IN "PLUS FOURS"; LAERTES AND HIS SECOND IN OXFORD TROUSERS: THE DUEL SCENE—SHOWING THE KING (EXTREME LEFT) WITH THE QUEEN (MISS DOROTHY MASSINGHAM).



IN "SUNDAY BEST" AND A "BOWLER": THE FIRST GRAVEDIGGER (MR. CEDRIC HARDWICKE) AND THE SECOND GRAVEDIGGER, IN THE MODERN DRESS "HAMLET."



IN A DRESSING-GOWN OVER EVENING DRESS: THE KING (WITH CIGARETTE) AND HAMLET (PREPARING TO DON A DINNER JACKET) IN THE BIRMINGHAM REPERTORY PRODUCTION.



THE PRINCE OF DENMARK IN "PLUS FOURS": HAMLET (MR. COLIN KEITH-JOHNSTON) WITH THE SKULL OF "POOR YORICK."



THE MODERN TREATMENT OF THE MAD OPHELIA'S HAIR: OPHELIA (MISS MURIEL HEWITT) AND HER BROTHER LAERTES, IN TWENTIETH-CENTURY COSTUME.

Sir Barry Jackson, of the Birmingham Repertory Theatre, made a daring but very interesting experiment when, at the Kingsway Theatre, on August 25, he produced "Hamlet" in modern costume. It may be recalled that "Cymbeline" had already been given in a similar style at Birmingham. The method appears startling, of course, in an age accustomed to historical period dressing on the stage. While it is an innovation to our ideas, however, it is also a reversion to older custom, both in the theatre and in other forms of art, such as mediæval religious pictures with the characters in attire contemporary with

the artist. The results, as regards the "Hamlet" production, can now speak for themselves. Several of the cast, including Mr. Colin Keith-Johnston (Hamlet), Miss Muriel Hewitt (Ophelia), and Mr. Cedric Hardwicke (the First Gravedigger), were recently playing in "The Farmer's Wife," the successful Devonshire comedy by Mr. Eden Phillpotts. Mr. A. Bromley-Davenport (Polonius) was last seen in "The Vortex." Sir Barry Vincent Jackson, the enterprising producer, received his knighthood as one of the Birthday Honours awarded last June.



## "TINTED TRIFLES"—AND SPORTING ANECDOTES: PRINTS AND PERSONALITIES.

"THE STORY OF BRITISH SPORTING PRINTS." By CAPTAIN FRANK SILTZER.\*

AMONG the "tinted trifles," the British sporting prints, with which Captain Siltzer deals so divertingly and so learnedly, there are those of atmosphere rather than art, the freely realistic and the frankly idealistic, the severely accurate and the broadly imaginative, the portrait and the caricature, the conventionally impressionistic and the Stubbsian "break-away" of which Joseph Mayer wrote: "To admit that Stubbs' paintings mostly disappoint the crowd is no disparagement to the artist. Quite the

century: "At that date a man was ready to give fifty guineas for a portrait of his horse and a mere ten for one of his wife!"

Studies and stories galore are there: print after print conjures up memories and gives excuse for pictures in words.

Think of the material! There were many who echoed the Toasts of Squire Draper, King's Huntsman for the East Riding: "The King and the Constitution" and "All the Brushes in Christendom."

See them as they live in colour and in line.

Thomas Assheton Smith, the great cross-country rider, the master of how to take a toss when hunting, who used to boast that he had fallen into every field in Leicestershire, for the size of a fence never stopped him.

Squire Osbaldeston, who raced against Time during the Houghton Meeting at Newmarket in 1831, "when he backed himself for a thousand guineas to ride two hundred miles in ten hours, a feat that he accomplished, having ridden, in spite of driving wind and rain, the said distance in eight hours, thirty-nine minutes, including stoppages."

John Warde, the "Father of Foxhunting"; Bill Scott, who won the St. Leger nine times; the chimney sweep "wot 'unts with the Duke"; Tom Moody, the whipper-in who was buried as he wished: "Sportsmen

attend. On Tuesday 29th Inst was buried at Barrow, near Wenlock, Salop, Thomas Moody, ye well known Whipper-in to G. Forester, Esq.'s Fox Hounds for 20 years. He had every Sporting Honour paid to his Memory. He was carried to ye grave by a proper number of Old Earth Stoppers, and attend'd by many other Sporting Friends, who heartily mourn'd for him. Directly after the corpse, followed his old favourite Horse (which he halways called his *old Soul*) thus accoutred . . . carrying his last Fox's Brush in ye front of his Bridle . . . with his Cap, Whip, Boots, Spurs and Girdle, across his saddle. The Ceremony being over, . . . he (by his own desire) had three clear, rattling View Halloos given him over his Grave: and thus ended ye Career of Poor Tom, who liv'd and died an *honest Fellow*, but, alas! a *very wet one*." With numbers more, including the Mad Doctor who was sane enough, when an unruly patient refused to take a rest, to force his cure upon the ardent follower of the hounds by so blistering him that he could not take to the saddle for days!

Then "scenes and incidents."

The mis-named first steeplechase on record, when the "Night Riders of Nacton" rode from Ipswich Barracks to Nacton Church, their uniforms hidden under nightshirts and their military headgear replaced by nightcaps—"whereby we shall not only see each other better, but also ourselves remain unknown to vulgar eyes, if any such behold us."

Oldacre killing a fox in Kensington Gardens; John F. Herring as professional driver of the Wakefield and Lincoln coach; the inventor of the Tilbury deliberately driving into a field, turning his vehicle over, stepping out without a scratch and without having let his horse down; the Earl of Derby's carted deer who had their idiosyncrasies: "Ben the Sailor was one of the best. He always ran towards the Thames, somewhere in the region of Gravesend. Heaven, another faddist, concentrated on Hampton

Court, and its antiquarian associations, even if uncartered twenty miles away. . . . Ploughboy and Alexander yearned for the Kentish Hills, and when turned out on Hay's Common, near Croydon, each in his turn was invariably taken somewhere near Tunbridge Wells."

Then to Brighton in the old days, with the Elephant and Castle as a calling-place: "In 1832 there were forty-six coaches in and out of Brighton every day—twenty-three each way—and it was calculated that in fares and tips the British public spent £100,000 a year on this one particular road. As for speed, at the close of the eighteenth century, the trip from London to Brighton took two days; a few years later, about 1800, the distance was covered in one day."

And cock-fighting. "Tremendous science is involved in the breeding of these cocks. Early in the nineteenth century crosses were little considered, while the preservation of the feather, and, what is still more essential, the constitution of the birds, was retained with much in-breeding. However, cocks bred from a father and a daughter were found to be lacking in courage, whereas those from a mother and a son were good in feather, and would, moreover, stand to be killed by inches. A yet greater science lay in the system of feeding and training the birds, and, as an art, presented far more difficulties than the training of a race-horse." With "tactics" in the ring: "Gentleman Jackson, as he was called, beat the gallant Jew Mendoza at Hornchurch in Essex in 1795, and beat him, moreover, in two minutes. Contrary to the general rule of that day, when contests lasted a considerable time, and many rounds were fought, this event was swift and decisive. The fight was for two hundred guineas a side, and the record which is left of it tells of a number of spectators of the same race as the beaten hero whose feelings were outraged when Jackson seized with his right hand the long black hair of the Hebrew Champion and pummelled him severely with his left. A 'foul' was claimed; but the referee decided that there had been no violation of the written code of the Ring."

So to the strangest of tennis handicaps—going back to 1765. Masson was a great exponent. "His game was so far superior to that of the best amateurs of his day that, when he played with any of these, many curious handicaps were invented to meet the situation, one of these inflicting on Masson the obligation of receiving the service seated by the



SHOWING THE DUKE WITH ELEVEN POINTERS, ALL STANDING TO GAME: THE DUKE OF KINGSTON SHOOTING IN THORESBY PARK.

Peter Tillemans was born at Antwerp and came to England in 1704.

From the Line Engraving by and after Peter Tillemans. (Reproduced from "The Story of British Sporting Prints," by Courtesy of the Publishers, Messrs. Hutchinson.)

contrary. . . . His obstinacy in rejecting the models of other men saved him from falling into the exaggerations of any school. Because his horses and his animals are correctly drawn, because they have that expression, and no other, belonging to their kind, the unthinking pass them with a glance, and call them commonplace. . . . The old-world painter would have refused to illustrate a human feeling, a drama of human interest, in pictures of animal nature. He painted what he saw, and never showed an immortal soul in a poodle's eye. Declining thus to dramatise his beasts, or even to idealise them overmuch, of necessity he circumscribed his sphere of art, according to modern notions. Of each expression properly belonging to an animal—and coming in the range of his experience—he was master; but he created none, nor conceived what he had not beheld."

The pictures are, in fact, as varied in their nature as those who painted and those who engraved them. But all have strong appeal, if not for one reason, for another. Comparatively neglected as they were, they are now taken into account; and such a book as that of Captain Siltzer will do much to save them from the general contempt in which technicians held them, to correct the inaccuracies and the inadequacies of casual sales catalogues. No longer, it may be anticipated, shall we read such entries as "an old man who points out direction with left hand, in right hand a spade" to describe the old earth-stopper in Ward's print, after Henry Bernard Chalon, "Sir Mark Masterman Sykes and His Hounds"! For the author of "The Story of British Sporting Prints" not only chats delightfully about subjects and sitters, painters, painted, and patrons, hunters and hounds, and race-horses, but, thanks to the assiduity of Mr. George Harvey, provides most excellent lists covering the period from 1770 to 1870, roughly, that is to say, from George Stubbs to the death of J. F. Herring.

And what a field is his! Fox-hunting—this especially—stag-hunting, racing, prize-fighting, shooting, fishing, cock-fighting, coaching, with a word or two on tennis and cricket. Such characters and such days! Little wonder that Stubbs got a hundred guineas for the likeness of a horse, while Romney's price for a head was thirty-five guineas, "as far as the knees, 70 guineas," and "whole length, 150 guineas"! Little wonder that it is written of the late eighteenth

\* "The Story of British Sporting Prints." By Captain Frank Siltzer, Author of "Newmarket." With four coloured and sixteen black-and-white illustrations. (Hutchinson and Co.; 30s. net.)



AFTER SIR FRANCIS GRANT, P.R.A.: "THE MELTON HUNT BREAKFAST." Sir Francis Grant was born in 1810, and died in 1878. "The Melton Hunt Breakfast" was published in 1839.

After the Mezzotint by C. G. Lewis. (Reproduced from "The Story of British Sporting Prints," by Courtesy of the Publishers, Messrs. Hutchinson.)

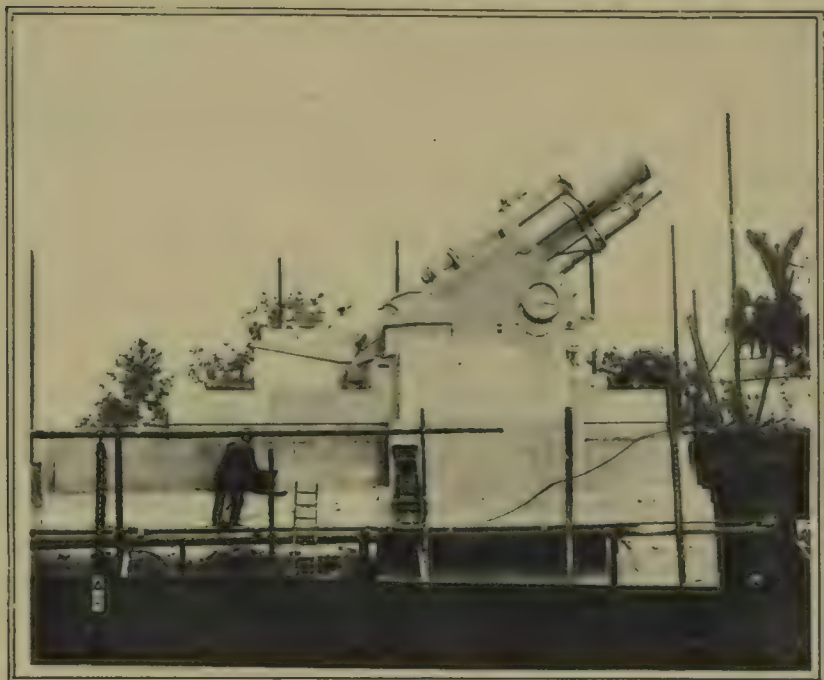
grille, in a barrel which he was only allowed to vacate after the ball had been served. On the service side equally, he was made to serve seated in the barrel."

Thus Captain Frank Siltzer, descriptive, appreciative, analytical in turn; and always entertaining—whether on prints themselves and on the subjects illustrated, or pegging anecdotes fairly and squarely to them. "The Story of British Sporting Prints" has never been so well told. E. H. G.



# FROM THE WORLD'S SCRAP-BOOK: NEW ITEMS OF TOPICAL INTEREST.

PHOTOGRAPHS BY L.N.A., THE "TIMES," AND C.N. THAT OF VALLOMBROSA BY ALINARI, BY COURTESY OF THE "OBSERVER."



A HOWITZER IN SCULPTURE: THE MASSIVE WAR MEMORIAL OF THE ROYAL ARTILLERY TO BE UNVEILED AT HYDE PARK CORNER.



WHERE MILTON'S VISIT IS COMMEMORATED BY A TABLET TO BE UNVEILED TO-MORROW AT THE PARADISINO (LEFT DISTANCE): THE OLD MONASTERY OF VALLOMBROSA.



A LAKELAND PARADISE PRESERVED FOR THE NATION FROM THE ENCROACHMENTS OF VILLADOM: THE KESWICK END OF DERWENTWATER—THE VIEW FROM CASTLE HEAD, WHICH, WITH COCKSHOTT WOOD AND CROW PARK (ON LEFT), HAS BEEN PRESENTED TO THE NATIONAL TRUST BY SIR JOHN RANGLES.



PARTS OF HISTORIC WAR-SHIPS AS A WAR MEMORIAL: THE MONUMENT AT OSTEND, INCLUDING THE "VINDICTIVE'S" BOWS.

BEARING THE DATES OF HER RAID ON ZEEBRUGGE (APRIL 23, 1918) AND SINKING AT OSTEND (MAY 10, 1918): THE BOWS OF THE "VINDICTIVE" AS A WAR MEMORIAL AT OSTEND.

The Royal Artillery War Memorial, the chief feature of which is a model of a great howitzer, is to be unveiled in October by the Duke of Connaught.—Milton visited the monastery at Vallombrosa, near Florence, in 1638, and alluded to it in a much-quoted line of "Paradise Lost"—"Thick as autumnal leaves that strow the brooks in Vallombrosa." On August 30 a memorial tablet to him is to be unveiled at the Paradisino, a monastic building used as a retreat, high up in the adjacent woods, from which Milton saw the Arno valley. The monastery, which dates from 1637, was suppressed in 1869, and became a Government School

of Forestry.—At a ceremony held on the shore of Derwentwater, on August 22, Sir John Randles handed over to the National Trust for Places of Historic Interest or Natural Beauty the deeds of 90 acres, at the Keswick end of the lake, which he had bought for the benefit of the public to save them from the builder.—A War Memorial of a novel type, erected at Ostend, consists of the bows of the "Vindictive," which raided Zeebrugge and was sunk at Ostend to obstruct German submarines. The bows have been filled with cement and set up beside the canal lock, with the "Vindictive's" propellers and masts from the "Thetis" and "Intrepid."



# PREPARING A BIG FRENCH OFFENSIVE: WAR SCENES IN MOROCCO.

PHOTOGRAPHS BY SIMON.



FRENCH OPERATIONS AGAINST THE RIFFS ON THE WERGHA: A COLUMN OF TROOPS FORDING THE RIVER.



FRENCH ALGERIAN TROOPS ON A HEIGHT BEFORE KIFAN: A HALT FOR THE PURPOSE OF OBSERVING THE POSITION.



NATIVE MOROCCAN FORCES OPERATING ON THE SIDE OF THE FRENCH: THE ASSEMBLAGE OF A MEHALLA BEFORE ITS DEPARTURE TO THE FRONT—A PICTURESQUE LINE OF HORSEMEN IN MOORISH DRESS.



A SUPPLY WAGON AT A DIFFICULT POINT: AN INCIDENT OF THE FRENCH CAMPAIGN IN MOROCCO.



THE "SHIP OF THE DESERT" USED BY THE FRENCH AS A TRANSPORT ANIMAL IN MOROCCO: A CONVOY OF CAMELS IN A DEFILE.

It was reported a few days ago that both the French and Spanish in Morocco were completing their plans for a large and simultaneous operation against the Rifi forces of Abdel Krim, in the hope of bringing the war to a conclusion before the October rains set in. Meanwhile, on August 24, it was stated that the French had made a very successful encircling movement at the eastern end of their front, in the territory of the Tsul tribe, the majority of which surrendered. They had revolted last May and driven the French garrisons back on the Fez-Taza railway. In this new advance the French used an abundant supply of artillery,

tanks, and aeroplanes, which reduced their losses very considerably. The success of these operations was regarded as promising well for the coming offensive. Marshal Pétain arrived at Rabat on the 22nd and discussed the situation with Marshal Lyautey. The Spanish leader, the Marquis de Estella, said recently that excellent results had been obtained by three kinds of native groups: (1) *Harkas* (armed bands) forming advance posts; (2) *Mehallas*, forces which were rather political than military; and (3) Native regular troops used as an army of occupation. Later, Marshal Pétain went on to Fez.



## JAPANESE GOLD-LACQUERED ARMOUR: A SUIT BY SIX FAMOUS SMITHS.

BY COURTESY OF THE VICTORIA AND ALBERT MUSEUM.



THE Doi Armour was acquired for the Victoria and Albert Museum under the Bryan Bequest—a sum of nearly £11,000 left by the late Mr. Francis Reubell Bryan, of Boston, U.S.A., who had long resided in Paris and made various gifts to the Museum in his lifetime. The Museum has just published an illustrated booklet (price, including postage, 2s. 10d.) on the Bryan acquisitions. The Doi Armour is described as “a full suit of Japanese gold lacquered armour, of which the iron and hardened leather portions are attributed to six famous smiths of the Miochin School working between the years 1230 and 1570. These portions appear to have been made up into the present suit about 1800 for the Doi, a family of the feudal nobility, enfeoffed since 1633 at Koga in Shimosa province, their armorial cognisance, the *tsuchi-guruma* or ‘wheel of mallets,’ being represented in the forecrest and elsewhere. This crest bears the signature of Masanobu, 14th Master of the Hamano school of sword-furniture makers (fl. about 1800). The suit is

[Continued opposite.]

ACQUIRED FOR THE BRITISH NATIONAL COLLECTIONS UNDER THE WILL OF A DISTINGUISHED AMERICAN: THE DOI ARMOUR—A JAPANESE SUIT MADE IN 1799 WITH PARTS DATING FROM THE THIRTEENTH, FOURTEENTH, AND SIXTEENTH CENTURIES.

[Continued.]

accompanied by a set of eight certificates (*orikami*) signed by Miochin Muneto, XXVIth Master of the school, and dated for A.D. 1799. In them he describes the pieces of armourer's work forming the basis of the suit, and his attributions for the several parts are as follows: (1) The Helmet (*kabuto*). By Munemasa Sakon-no-tayu, IXth Miochin Master (about 1330). (2) The Mask (*mempo*). By Miochin Narishige (about 1530-60). (3) The Gorget (*nodowa*). By Miochin Katsumasa (about the same date). (4) The two Pauldrons (*sode*). By Munemasa Hiroye-no-jo, IVth Miochin Master (about 1230). (5) The two Sleeves (*kote*). By Yoshimichi Sakon-no-tayu, brother of the XVIth Miochin Master, and one of the ‘Later Three Famous Smiths’ (about 1520). (6) The Corslet (*do*), composed of rows of iron lamellae (*kozane*), those of the eight pendent Taces (*kusazuri*) being of hardened leather. By the same as (4). (7) The Apron-piece (*haidate*), of which the small-plates (*kawara*) are alternately of iron and leather. By Miochin Nobuhiro, pupil of the

[Continued below.]

[Continued.]

XVIIth Master, Nobuiye (about 1560-70). (8) The two Greaves (*suneate*). By the same as (5). The whole of the old work above referred to has been re-lacquered, the crown of the helmet, the sleeves, and the greaves in polished black, the remainder in rich mat gold. The main lacing throughout is of black silk braid in *kebiki* or ‘close’ style. The *iyebi* or textile foundation of the sleeves and apron-piece is of light-brown brocade with dark blue floral design. The peak and some of the other parts, usually covered with dyed leather, are here overlaid with ‘rayskin-lacquer,’ having dragon-fly designs in black. Except for the ‘horns’

on the helmet, which are of silvered copper in the form of waves, all the metal ornaments and fittings are in fine shakudo (black copper alloy). They include openwork plaques of plum-tree design, with pigeons in the branches, as well as the five repetitions of the Doi badge. The suit is supplemented by a pair of black bearskin shoes (as worn by soldiers of high rank only), a pair of silk breeches, a military fan, and two leather-covered armour-chests bearing the Doi badge. . . . This suit reaches a high level of artistic excellence, as shown by the perfect workmanship of each detail as well as the dignified richness of its general appearance.”





## THE WORLD OF SCIENCE.



### CONCERNING ANT-EATERS.

By W. P. PYCRAFT, F.Z.S., Author of "The Infancy of Animals," "The Courtship of Animals," etc., etc.

THE number of new and strange animals received at the "Zoo" in the course of a year would probably surprise most people. Some, to the uninitiated, would scarcely appear to be of any great interest; others, nocturnal in their habits, are rarely seen by the public, for they arouse themselves only after the Gardens are closed. It might be asked, why do the powers that be at the Gardens bother with animals of this kind? The answer would be that the "Zoo," though it has now become one of the "sights" of London, is yet, in reality, a private society founded years ago for the collection and scientific study of animals of all kinds, and especially rare animals. For the interest of these is often very great. Small, dull-coloured, ordinary-looking creatures they may well be; but nevertheless they may represent some ancestral type, or display some structural modifications which are of the highest importance to the student of evolution; or they may bridge gaps between one group and another, and so help us to piece together the riddle of descent—always an illusive and fascinating problem.

Quite recently the Society received a specimen of that most singular creature, the Chinese Pangolin, or Manis. By name few people probably know it, nor would they be in the least able to say what manner of beast it was, for it is utterly unlike anything coming within the range of ordinary experience. A glance at the accompanying photograph will bear me out in this. At first sight it looks like an unusually attenuated fir-cone rather than one of the mammalia, whose external covering is normally of hair. But in this matter of their external covering the mammals have effected some strange transformations, and one of them is seen here in the remarkable armour of overlapping horny scutes, which are really modified hairs. How and why they came to be thus transformed is beyond our ken. But they form a most efficient armour against the attacks of prowling carnivores. For when thus assailed the creature rolls itself up into a ball and defies his would-be devourer.

These scales also serve another purpose. When desiring to rest, it ascends a tree, and, gripping the trunk with the long, sharp claws of the hind feet, it bends the body backwards till it makes nearly a right angle with the trunk, the weight of the body being carried by the long tail, which is closely pressed against the bark. It then folds its arms close to the body and bends the head upwards, so that, seen at a little distance, it looks like the stump of a dead branch. Probably it descends to feed after the fashion of a squirrel, but with more deliberation, for one cannot imagine it capable of very lively movements.

It must descend to feed, and it lives, apparently, entirely upon ants. One might guess this much from the tubular snout and the long claws which are borne upon both fore and hind feet. But the anatomist has been able to tell us much more than this. The examination

of the dead body has shown us that, in the first place, the jaws are absolutely toothless, and, in the second, that the ants are captured by the thrust of an enormously long, worm-like tongue, whose surface is covered with a copious and sticky saliva, to which the swarming ants adhere. To this end the breast-bone



ARMoured WITH HORNY SCUTES: THE CHINESE PANGOLIN OR MANIS (SOMETIMES CALLED THE SCALY ANT-EATER), WHICH HAS A STRANGE METHOD OF RESTING ON TREE-TRUNKS.

Photograph by D. Seth-Smith, F.Z.S.

has become extended backwards till it nearly touches the hip-girdle, and to the hindmost portion the long retractor muscles of the tongue are attached.

The long claws serve for tearing down the walls of the ant-hills. Those of the hind feet are always



AS IT APPEARS WHEN IT HAS ROLLED ITSELF UP INTO A BALL FOR PROTECTION: THE ARMADILLO, ENCASED IN A MOSAIC OF BONY PLATES.

doubled back under the sole of the feet, apparently for their protection, though why these should need this more than the claws of the fore feet it is difficult to see. There are seven species of manis known to science, of which four are African and three Asiatic. The largest is that from West and Central Africa, *Manis gigantea*.

Quite a number of mammals, in no way related, have developed armour in place of weapons as a defence against their enemies. The armadillos have practically suppressed their original covering of hair, and replaced it by a beautiful mosaic of bony plates. This is hinged at the neck, across the back, and above the tail—an arrangement which allows the animal to roll itself up into a ball, as shown in the accompanying photograph.

Unlike the manis, the armadillos are not exclusively ant-eaters, but live upon insects of all kinds, worms, reptiles, carrion, and roots. As a consequence, it is not toothless, though the teeth have a shape and structure unlike those of any other animals. And they have enormous claws on the fore feet, enabling them to dig holes in the sand so rapidly as to defy even men with shovels, who have essayed to dig them out of their retreats. All are natives of South America, and the largest living species is the Giant Armadillo, measuring over two feet in length—a mere

pigmy compared with some of its fossil relatives, which were of gigantic size.

Some years ago, it may be remembered, the late Mr. Hesketh Pritchard found in a cave at Last Hope Inlet, Patagonia, the remains of an extinct sloth, a near relation of the armadillos, whose skin, though externally covered with a thick coat of hair, was reinforced by bony nodules embedded within the substance of the skin. Here we have an indication of the origin of the bony mosaics of the armadillo. This skin bore evidence of having been removed by human hands, while the bones still bore traces of sinews and blood. An expedition was in consequence sent out to discover, if possible, living survivors of this race of giants, but, unfortunately, it met with no success.

To those who have at least a nodding acquaintance with natural history the word ant-eater irresistibly conjures up a picture of the South American ant-eater—a strange-looking beast, and strangely coloured.

Its two most striking features are the long, tubular snout and the enormous bushy tail, which can be turned up over the back. The snout terminates in a tiny, slit-like mouth, through which the long, vermiform tongue is thrust, as in the manis and the South African Aardvark. Its claws, like those of the armadillo and the aardvark, are enormous, and are used for tearing open the nests of ants, which form its only food. The ant-eaters furnish two striking cases of adaptation to changed habits. These are the Two-toed Ant-eater and the Tamandua, both of which have become arboreal. And in them the tail has lost its long brush of hair and become, instead, slender and prehensile.

Finally, we come to what is perhaps the strangest of all the ant-eaters, the egg-laying or Spiny Ant-eaters, natives of Australia and New Guinea. The feet have the appearance of being deformed. More especially is this true of the hind feet, wherein the claws, of great size, are turned backwards. The heel of the male is armed with a sharp spur connected with a gland on the back of the thigh. With this weapon they can inflict most painful wounds. And, as if this were not enough, the skin is studded with short, thick, and sharp spines. These, like those of the porcupine and the hedgehog, are to be regarded as immensely thickened hairs.

Having regard to the fact that ants are so generally disliked by most creatures, owing to their ability to exude formic acid, it is strange that quite a number of birds and beasts have become specially modified to prey on them. It may have begun with an acquired taste, induced, perhaps, by a shortage of other insect food. The pioneers, we may suppose, having tapped a food-supply for which there was no competition, increased and multiplied, and their descendants, by use, gradually perfected the means of capture by structural modifications of the body concerned with that capture, and its manipulation. Here, at any rate, is a theme well worth further attention.



AN EGG-LAYER, AND APPARENTLY DEFORMED, WITH HIND CLAWS TURNED BACKWARDS: THE AUSTRALIAN ECHIDNA, OR SPINY ANT-EATER.

The Australian Echidna, like the Duck-billed Platypus, lays eggs, therein differing from all other mammals. The eggs resemble those of a pigeon.—[Photograph by D. Seth-Smith, F.Z.S.]



WITH A LONG, TUBULAR SNOOT AND TINY MOUTH, THROUGH WHICH THE LONG VERMIFORM TONGUE IS THRUST: THE SOUTH AMERICAN ANT-EATER.

In the South American Ant-eater, the snout is drawn out into a long tube, bearing a slit-like mouth at the end, through which the worm-shaped tongue is thrust.—[Photograph by F. J. Manly.]



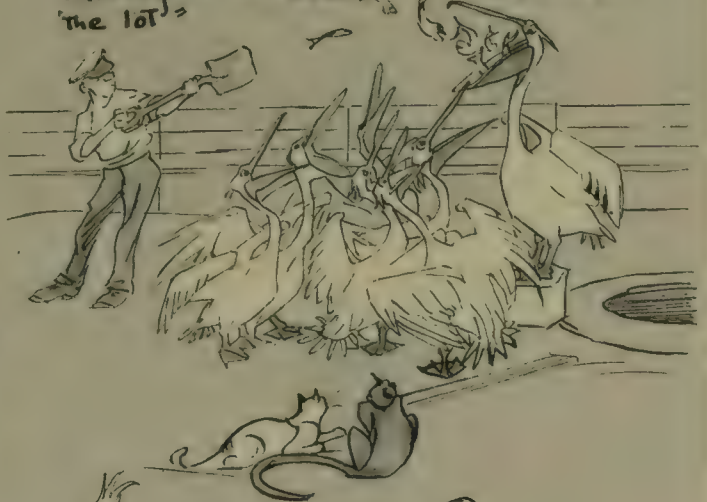
## BLINX AND BUNDA: A TOUR ROUND THE "ZOO": No. XXV.

DRAWN SPECIALLY FOR "THE ILLUSTRATED LONDON NEWS" BY J. A. SHEPHERD. (COPYRIGHTED.)

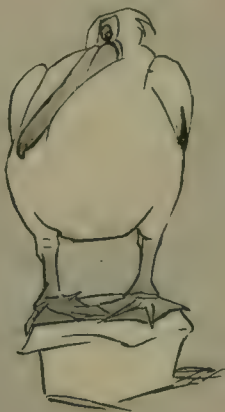
The idea, Blinx, is that the keeper throws the fish into the pond, and the Pelicans flounder in for them



"That's pretty cute, Blinx, the old fellow standing on the stone, has collared the lot"



Replete -



"yes - but how about setting down again!"



"I don't like the look of it"



"I shall never be able to do it"



"I can't face it!"



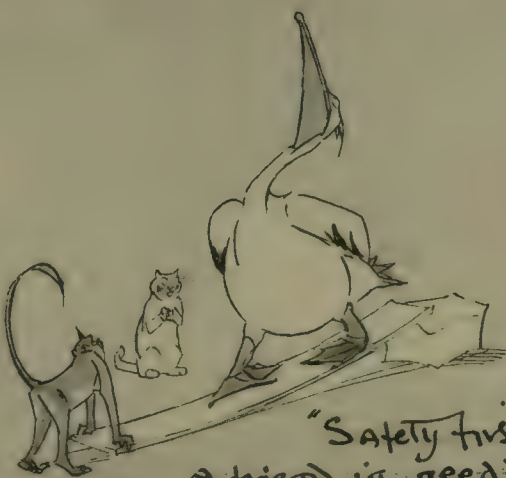
"well - one more try"



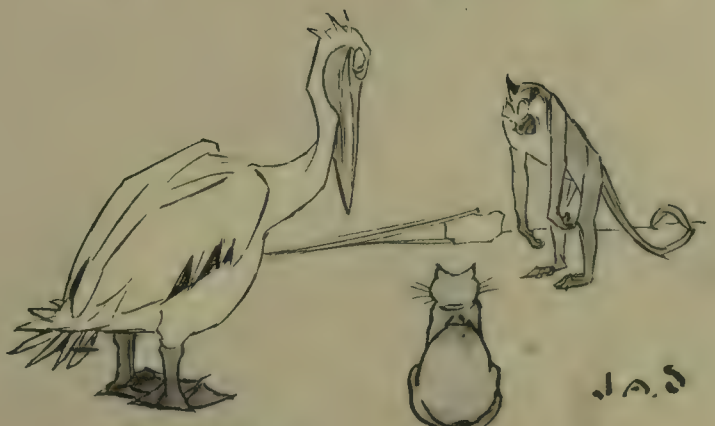
"No - I must give it up"



"Hullo, what's this!"



"Safety first - a friend in need"



Gratitude

J.A.S.

## A PELICAN, BELYING THE FAMILY REPUTATION, SUFFERS FROM REPLETION, AND IS RESCUED BY BUNDA.

After being misled by the Penguin (as recorded last week), Blinx and Bunda at length found the Pelicans and saw them fed—at least, one was fed and the rest were "fed up." The enterprise of the greedy Pelican, who stood on a stone and caught all the fish thrown by the Keeper, delighted Bunda, himself a believer in "the good old rule, the simple plan, that they should take who have the power, and they

should keep who can." So, when the overweighted old glutton lost his nerve and could not descend from his perch, Bunda was proud to render first aid. But the other Pelicans bewailed the smirch on the family escutcheon, which had always represented "the bird of the bleeding breast" as a legendary emblem of self-sacrifice, lacerating its own bosom to feed its young.



## THE WORLD OF WOMEN.

THE Queen, who loves all history, and the history of her own country best of all, revels in Holyrood, full of the associations of another Queen Mary, less happy than herself. Some changes have been made in the ancient Scots palace which our Queen suggested; she has been to see if they are the improvements she believed they would be, and is satisfied that they are. The Archbishop of York has been a guest at Carberry Towers to meet the Queen, who has a very great liking for the bachelor Archbishop. As a younger and more care-free, if always hard-working, man, he was very handsome and had such a golden voice—a possession that remains his. He is still a handsome man, but looks older than his sixty-one years. The Archbishop of Canterbury is sixteen years his senior, and until recently looked about the same age.

One of the things noticed by people in the North this year is the great difference in the air. In the South, after a long dry hot spell, we had a peculiar heaviness of atmosphere. In the North—that is, Sutherland—the air is light and very dry, and is a fine tonic for jaded and somewhat depressed people; for dull close days, damp and heavy, are more depressing than those during which Mark Tapley kept cheerful. Grouse have proved fairly plentiful in this county; but in Caithness, the neighbouring one, the conditions are not so good. Sir Archibald Sinclair, Member of Parliament for these two large and thinly populated counties, is staying, with Lady Sinclair, at an hotel in Golspie, as they are visiting constituents in various parts. Lady Sinclair is a first-cousin of the Duke of Sutherland. The Duchess came to Dunrobin Castle in time to open a bazaar on the 19th for the improvement of Golspie Golf Club. Miss Joyce Wethered opened it the second day. Last season the Duke and Duchess were not at Dunrobin until very late, as they were cruising in the Adriatic with Lord and Lady Beatty. Late last autumn Sir Archibald and Lady Sinclair met with a bad motor accident on a narrow mountain road, and Lady Sinclair sustained serious injuries to her shoulder. In consequence, she adopted the fashion of the shingle, as arranging her very luxuriant hair tried her, and she does not indulge in the luxury of a maid when travelling, but takes things as they come with her husband.

Miss Consuelo Vanderbilt, a cousin of the lady we know by that name who is now Madam Balsan, is engaged to be married. When her elder sister was married, quite recently, in the Vanderbilt mansion in New York, the proceedings read like a chapter out of the "Arabian Nights," so splendid were the surroundings, so magnificent and original the decorations. On one point the bridegroom's wishes were carried out—the marriage was performed by two Protestant clergymen, although the bride belongs to the Roman Catholic faith. Her sister, who was to have been her bridesmaid, was ill and unable to be present at all, as she was threatened with appendicitis. Now she is to be a bride, and there will doubtless be a repetition of the fine scenes at the earlier marriage.

The Earl of Clarendon, whose appointment in the Foreign Office has given much satisfaction, is a charming man. He has splendidly overcome the handicap of his lameness, and despite it was, as a younger man, a great rider to hounds. He and his only sister, now Countess of Mount Edgcumbe, were always together and the closest of friends. He married, in



Of Persian lamb, an exceedingly fashionable fur this season, is this graceful coat, collared with sable squirrel. It may be seen at the International Fur Store, Oxford Circus. (See page 406.)

1905, Lord Somers's only sister, and they have two sons and one daughter. The elder boy, Lord Hyde, now in his twentieth year, is proving himself a fine athlete and cricketer. Lady Nina Villiers, the only daughter of the house, is two years Lord Hyde's junior. The late Lord Clarendon married twice. His first wife was a daughter of the third Earl of Normanton, and was the mother of his two children. His second wife was the daughter of Lieutenant-General G. Cliffe Hatch, and was the widow of the Hon. Edward Roden Bourke. The late Lord Clarendon remained a widower for fourteen years.

Ireland gets blamed for many sins; the latest is supplying grouse to the English game-dealers before the Twelfth. The birds eaten on the Twelfth are said to be poached and kept in proper safes for a few days, and then sent over to be plucked and eaten. It is alleged that this is proved by their size: Irish birds are bigger and of darker plumage than English and

Scotch, otherwise they are just the same. In younger and less thoughtful days I shared a grouse at nearly midnight on Aug. 11 at a celebrated restaurant in London with a friend who was distinctly a gourmet. It was split open and grilled, and with it there was a bottle of burgundy of great price. I remember that the friend, who was Irish, said the bird was of his country, and I remember also that it was excellent. There we were, Irish people, charmed to be breaking the law, which had already been broken twice over by Irish providers of the bird; and I see in it a bit of Irish character too. The forbidden is ever the most desirable to the real Hibernian. However, I am too good a sportswoman ever to have repeated the feast. Quite allowable and quite as nice was a game stew on the Twelfth, in which the ingredients were grouse, hare, snipe, and other things that I know not of. I do know that it was first-rate, and that we had to wait several days before we had any roast grouse, and they too were first-rate. This year they are plump and well forward.

Lord and Lady Londonderry have been at their charming place in Wales, Plas Machynlleth, left to Lord Londonderry by his uncle, the late Lord Herbert Vane Tempest, who entertained the King and Queen there in 1911, also the Prince of Wales and Princess Mary. It is a comfortable and spacious, but quite unpretentious country house, set in the midst of very beautiful grounds. The country round is not mountainous, but very pretty and very luxuriant. Lord and Lady Londonderry had their usual house-party at Wynyard Park for the Stockton races, and now come to Loch Choire for the grouse-shooting and deer-stalking, which they both love, and at which both excel. Lady Londonderry is a very good shot with her rifle, and knows the country all round well, as she spent so much of her girlhood at Dunrobin. Her mother, sister of the late Duke of Sutherland, died young, and the late Duke was like a second father to her children. Their own father, the late Viscount Chaplin, spent much time with his brother-in-law, the late Duke, and, while Stafford House was his, Lord (then Mr. Henry) Chaplin had his own suite of rooms there.

Everyone is delighted to know that the Duke of Devonshire is restored to normal health, and is with the Duchess and some members of his family at Chatsworth. He is a steady, patriotic, level-headed man with a due sense of the responsibilities of his high position; and such as he are a great asset to our country in times of unrest and trouble. The Duchess of Devonshire travelled up to York from London on the 12th, and was at Chatsworth to welcome the Duke home. Lord Charles Cavendish, second son of the house, will be of age next year.

Lord and Lady Beatty had a very successful opening of their shooting season at Grantully Castle, where the Duke and Duchess of York were their guests. Lord and Lady Ednam were also of the party. They come on to Dunrobin Castle, where Lady Ednam was the only daughter of the house, and where she is a great favourite. Mrs. Dudley Coats was also a guest. She has almost recovered from the lameness consequent on a double fracture last hunting season. Lord and Lady Beatty have chartered a steam yacht, on which they will cruise later. Their son, Viscount Borodale, comes of age next year. He is in the Navy, and will attain his majority on Feb. 22. He has quite recovered from all ill-effects of his motor accident. His younger brother, the Hon. Peter Beatty, is fifteen. A. E. L.



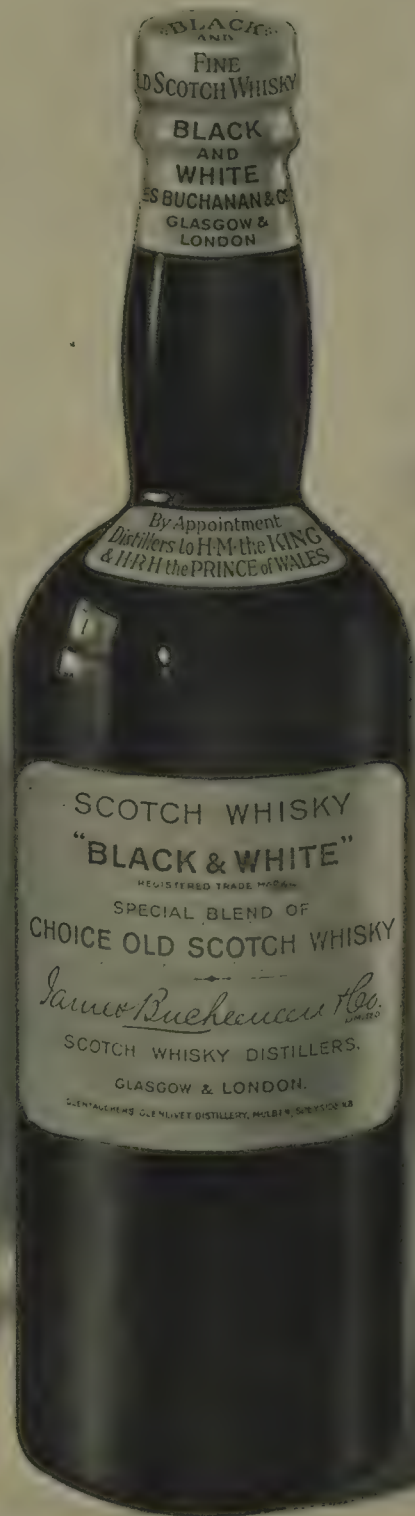
Three beautiful models from the International Fur Store, illustrating the winter modes. In the centre is a tailored coat of moleskin cleverly worked in squares; on the left a short coat of natural wallaby; and on the right a graceful model in seal coney trimmed with skunk, introducing the new roll collar extending to the hip. (See page 406.)



# BUCHANAN'S



BY APPOINTMENT



"BLACK & WHITE"



"BUCHANAN'S LIQUEUR"



## Fashions and Fancies.

### Two-Piece Suits— but with a Difference.

Last year introduced the two-piece ensemble with such success that once again it is a notable feature of the autumn modes. But Fashion, ever fickle, has altered and improved the original model in several delightful ways. Experience has proved that a dress and coat of the same material, though exceedingly effective, is rather thick when the fabric is of winter weight. So the new two-piece suits have frocks of the finest repp faced with crêpe-de-Chine, and warm coats of velour lined with the crêpe-de-Chine, and collared with fur. The coat is usually several shades darker than the frock, and makes an attractive winter wrap which can be worn on all occasions. The new repp, of which the frocks are made, is almost as supple as crêpe-de-Chine, but with the advantage of tailoring perfectly. Though the frock may boast inverted pleats or godets, the flare is emphasised far more in the coat—another of the season's innovations. Then several models, straight from Paris, are completed with long Cavalier cloaks instead of coats. A quite voluminous cape falls from the shoulders of a neat little waistcoat front which looks almost part of the frock beneath.



Whatever the temperature, this Aertex nightdress is always just right, and its comfort ensures healthy sleep.

can be worn on all occasions. The new repp, of which the frocks are made, is almost as supple as crêpe-de-Chine, but with the advantage of tailoring perfectly. Though the frock may boast inverted pleats or godets, the flare is emphasised far more in the coat—another of the season's innovations. Then several models, straight from Paris, are completed with long Cavalier cloaks instead of coats. A quite voluminous cape falls from the shoulders of a neat little waistcoat front which looks almost part of the frock beneath.

### Fashions in Furs.

In the world of furs the new modes are already revealed. Persian lamb is a very fashionable fur, and moleskin and grey squirrel promise also to be well in evidence, on account of the coming vogue for grey. The latest creations are always to be seen at the International Fur Store, Oxford Circus, W., and four beautiful models from these salons are sketched on page 404. At the top is a coat of Persian lamb, with collar and cuffs of sable squirrel. Below, from left to right, is a short coat of natural wallaby, which is ideal for motoring and the races. This skin has splendid hard-wearing qualities, and is by no means expensive. In the centre is a tailored moleskin coat worked in squares; and the model on the right, of seal coney, shows the new deep roll collar, carried out in skunk. For the early autumn, choker ties of stone and baumarten, in one or two skins, and cross and silver foxes in all shapes, will be much worn. This firm have an infinite variety of these lovely furs, as well as of skunk ties, which wear extremely well, and are excellent investments.

### Cool in Summer ; Warm in Winter.

Autumn is the season of dampness and chill winds, which spell disaster to everyone who is prone to catch cold easily. To vary the warmth of one's clothes as constantly as the temperature changes is an impossibility, but the problem is solved for all who wear the famous Aertex underwear. Comfortably soft and light, it ensures coolness without chill, and warmth without discomfort in all weathers. There are Aertex garments for each member of the family, and for children, obviously, it is ideal. Aertex underwear, which, as the illustrations on this page show, is pretty as well as practical, is obtainable from all outfitters and drapers throughout the United Kingdom. Should any difficulty be experienced, however, application should be made to the Cellular Clothing Company, 72, Fore Street, E.C. On request to this address, a catalogue, fully illustrated, with descriptions and prices, will be sent gratis and post free.

### School Outfits for the Autumn Term.

Just now the shops are thronged with schoolgirls being fitted for new outfits for the coming term. A firm which specialise in everything for the schoolgirl is Dickins and Jones, Regent Street, W. Warm pilot double-breasted coats can be obtained from 39s. 6d., size 27-inches; and neat

felt hats to match are 10s. 6d. School coats and skirts are, of course, indispensable, and well-tailored affairs, in reliable hard-wearing cloths, range from 89s. 6d. Then, for evening festivities, pretty white crêpe-de-Chine frocks can be secured from 84s. Regulation gymnasium tunics are from 18s. 6d., and flannel blouses to complete the costume, are 12s. 6d. Silk overblouses can be secured for 17s. 6d. A splendid investment is the special white sports sweater with an Eton collar, available for 15s. 6d. Navy blazers, on which any badge may be inscribed for a small charge, are obtainable for 35s. 6d.

### A Practical Hint.

The laundry is always a difficulty during schooldays, and mothers of large families find themselves spending many weary moments tracing lost garments and renewing faded ribbons. But she who is far-seeing will avoid this bother by investing in Cash's woven names, which cost only 2s. 9d. for three dozen, or 5s. for twelve dozen, and are obtainable from all drapers and outfitters at short notice. Woven on fine cambric tape, with lettering in many fast colours, they are attached in a second, and set the seal of ownership on every garment.



Simple and practical are these pyjamas built of Aertex, the fabric which is pleasantly warm in winter and cool in summer.



There can be but one  
answer to the question—  
Why do all first-class  
hotels & restaurants use

**Cerebos**  
SALT

Supplied to the House of Lords.

CS 21

Builders of Good Bodies for Motor Cars



**COMFORT**

COMFORT is a quality in a motor car body which can be combined quite successfully with distinctive beauty of appearance. It is purely a matter of the artistic perception and the practical skill of the designer.

In all the products of Hall, Lewis & Co. comfort and beauty go hand in hand.

We should like to prove this to you by submitting free of any charge or obligation designs for your car with their prices. May we have that pleasure?

**HALL, LEWIS**  
AND COMPANY LIMITED.

LONDON SALES OFFICE: 14 COCKSPUR ST., S.W.1  
(Gerrard 8933)





THE name PLAYER on a packet of cigarettes guarantees the quality and purity of the contents. It is more than a name—it is a *reputation and a tradition*. Far-reaching resources have secured for PLAYER'S the very cream of the world's tobacco crop, the choicest growths of Virginia leaf—cured and matured under ideal conditions with the skill and knowledge born of wide and varied experience.

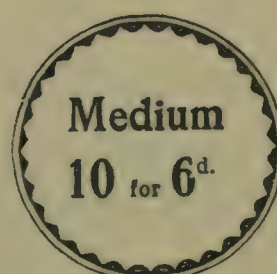


Reg. No. 154,011



Reg. No. 154,011

# PLAYER'S NAVY CUT CIGARETTES





## THE WORLD OF MUSIC.

THE PROMENADES.

THERE is little change this year in the general character of the Promenade Concerts. The increase in the amount of eighteenth-century music played is even more marked than last year, when Sir Henry Wood began devoting Tuesday evenings to the early Haydn and Mozart symphonies. The success of that innovation has led to its adoption this year also, and it is gratifying to see that several of Mozart's rarely heard piano-forte concertos are being played. Mondays, as usual, are Wagner nights, and the nine Beethoven symphonies will be played on successive Fridays, as formerly. Bach used to appear almost exclusively on Friday programmes, but the extraordinary popularity of his music to-day has brought his name into the programmes of four or five evenings out of six. This is an astonishing phenomenon, and one worthy of study by sociologists, for it must tell us something of the temper of the age that a composer whom the nineteenth century considered to be the quintessence of dryness and abstruseness should have become not only the musical idol of the twentieth century, but the popular favourite.

The twentieth-century young musical amateur has apparently no use at all for Chopin, and very little for Schumann; he tolerates with a sort of benevolent pity a good deal of Beethoven, whom he recognises as a great man but a clumsy musician; he despises Wagner, and regards Brahms as a sentimentalist; Strauss he considers to be a rather inferior Wagner, and Debussy to be a sort of musical Pompadour; whilst the Russians are simply Tartar camp musicians droning their semi-Oriental melodies. This leaves him with none but the eighteenth-

century and earlier European composers, and of them all John Sebastian Bach comes easily first in his estimation.

We find a similar phenomenon in the province of literature. The Romantics are as much out of fashion among the book-lovers as among the music-lovers. Tennyson corresponds to Mendelssohn, Shelley to Schubert, Keats to Chopin or Brahms, Wordsworth to Beethoven, Coleridge to Schumann, Byron to

Wagner. The literary world has turned its back on all of them, and the Universities are full of young men studying Pope and Dryden. What is it that the eighteenth century seems to give that is lacking in the nineteenth-century Romantics? I do not for one moment believe that it has anything to do with technique or workmanship. For although an eminent writer, in a lecture recently delivered at Oxford, has reminded us that the goal which Pope set before him

was to be the most *correct* of English poets, nevertheless, from a purely technical point of view, Keats's "Lamia," for example, is every bit as finished and perfect a piece of writing as any poem by Pope; and I consider Debussy to be every bit as fine a craftsman or technician as Bach. No, the reason for this turning away from the Romantics must be sought elsewhere.

There is one explanation that suggests itself—namely, the sceptical temper of the present age. The nineteenth century, in spite of its scientific discoveries, was an age of belief. The proof of this is that its scientists themselves believed in their discoveries and their theories. Such a man as Herbert Spencer had little doubt but that he actually knew, if not the whole truth, at any rate a large part of it. Any uncertainty, hesitation, or doubt he might have felt as to the nature of the universe and of life applied only to details. The main principles were unquestionably such as were to be found expounded in his own books. Nowadays no one can be found explaining the universe in the wholesale way in which Herbert Spencer cheerfully set out to explain it—at least, nobody with any claim to intellectual distinction. But our nineteenth-century romantics were cocksure about everything. Just as the scientists were cocksure about their theories, so the poets and musicians were cocksure about

*[Continued overleaf.]*

CONSTRUCTIVE "SURGERY" FOR AIRSHIPS: THE "R33'S" NEW NOSE (RIGHT) BEFORE IT WAS HOISTED INTO POSITION ON THE TRUNCATED DIRIGIBLE (LEFT)—AN INTERESTING OPERATION AT PULHAM.

The new nose constructed for the "R33," and consisting of a cone of 35-ft. girders, was hoisted into position on August 18, in a great hangar at Pulham aerodrome, by means of pulleys from the roof. The operation, which took only fifty minutes, was performed by 200 mechanics, many of whom were hidden like flies in the roof 120 ft. above the ground. The work of connecting all the girders was expected to take a fortnight. The "R33," it will be recalled, broke loose from her moorings in a gale last April, drifted over to Holland, and was brought back badly damaged. The new nose represents amended designs based on the results of the mishap.—[Photograph by S. and G.]

**CARR'S  
"BRUNETTE  
CHOCOLATE"  
BISCUITS**

A rich brown biscuit with a flavour all its own. Sandwiched with Chocolate cream...

Made only by  
**CARR & CO. LTD.**  
CARLISLE



SAID Ben Jonson  
of tobacco: "I will  
affirm it to be the most  
sovereign and precious  
herb that ever the earth  
tendered to the use  
of man." . . . . .

**"THREE CASTLES"**  
Virginia Cigarettes

BLACK PRINT  
10's Carton - 8d.  
20's Boxes - 1/4

GOLD PRINT  
(Hand Made)  
20's Boxes - 1/6

W. D. & H. O. WILLS, Bristol and London

Branch of The Imperial Tobacco Co. (of Great Britain and Ireland), Ltd.

T.C.11.



Born 1820 ———  
Still going Strong!



OLD CRAFT SERIES No. 13.

**T**ANNING probably is as old as mankind itself. There are evidences that vegetable tanning has been practised in all inhabited parts of the world from prehistoric times, and it is recorded that mineral tanning materials were used by the Saracens. Specimens of leather, tanned by Egyptians and by Chinese 3,000 years ago, still are extant, whilst Persian and Babylonian work has been famed for many centuries.

Ancient tanneries still exist at Joppa, one of which is, by tradition, the tannery of Simon, in whose house Peter lodged.

Some tanning methods of primitive artisans continue to be used, and even where scientific processes have been introduced, the ancient principles remain unaltered.

**Pride of Production is the Stimulus of True Craftsmanship  
—hence the Superiority of “Johnnie Walker.”**



*(Continued.)*

their emotions. To listen to a Beethoven Symphony or a Chopin Polonaise is to listen to a man living in a remote pre-glacial age. How could men



TAKEN ON THE DAY OF HIS HISTORIC CENTURY AT TAUNTON: JACK HOBBS, THE FAMOUS SURREY BATSMAN. This interesting snapshot of Hobbs was taken on the Taunton ground, during the Surrey v. Somerset match, on August 17, when he made his 126th century, thus equalling Grace's record total of centuries in first-class cricket. In the second innings on the next day Hobbs beat the record by making another century.

have so trusted their fleeting, evanescent moods and impulses as to set them down indelibly on paper for future generations to mock at? What with Freud, Jung, and Einstein, we are at a complete loss.

The attraction Bach's music has for us to-day is the attraction of matter-of-factness and virtuosity. To

deny that there is a strong emotional impulse behind the best of Bach's music would be absurd, but it is emotion which does not call attention to itself or label itself. It is like the petrol which drives the motor-car; it is there as an invisible motive power, and it expresses itself not as petrol, but as something entirely different—as speed. So Bach's emotions, whatever they may have been, are entirely transmuted into musical patterns in a way in which Beethoven's and Chopin's are not. We do not know what Bach was feeling when writing, say, the majority of the Forty-Eight Preludes and Fugues, but we know only too well what Beethoven was feeling when he wrote the "Eroica" Symphony. At this time of day we can summon up no more enthusiasm for Napoleon as Republican Consul than for Napoleon as Emperor. It doesn't seem to us to matter a fig which he was. Our scepticism is so profound on all these matters (we have learned in the hard school of experience that the more a thing changes the more it remains the same thing) that to ask us to show enthusiasm because a Corsican brigand has turned a French coxcomb off his throne is to insult our intelligence. Bach never insults our intelligence, and Bach hardly ever makes us ask ourselves doubtfully, "Is this true?" Therefore, we feel we can deliver ourselves wholly and unreservedly into his hands. We should feel ashamed of ourselves if as grown men we clapped our hands and hurrahed at the sight of a favourite pudding being brought on to the table—although as children it would have been pardonable enough. Well, the trouble with the Romantics is that they are always letting us in for some such shameful display of excessive enthusiasm. Weary, disillusioned, and experienced as we are, we know now that hardly any pudding is worth the eating, therefore we can hardly bear to hear the vociferous pæans that rise from the hearts of Beethoven, Chopin, and Wagner on the smallest occasion. A starry night, a public proclamation, or a woman are enough to send these ancient heroes of ours into ecstatic rhapsodies. Well, we shall refuse to listen to them any longer. The truth is that they begin to bore us. Everything begins to bore us. Let us hope that boredom is the beginning of wisdom.

W. J. TURNER.

In the world of cricket no man is more famous and popular now than Jack Hobbs, the Surrey batsman, who has already achieved the great feat of surpassing the late Dr. W. G. Grace's record total of 126 centuries in first-class cricket, and has also set

up a further record by making fourteen centuries in one season. Hobbs, it will be recalled, made his 126th century in the first innings of the recent match against Somerset, and his 127th in the second innings. There must be thousands of cricket enthusiasts who would like to have a portrait of him, and to them we wish to recommend the excellent one published in the *Illustrated Sporting and Dramatic News* for Aug. 15, reproduced in colour from a painting specially done for that paper by W. Smithson Broadhead. Separate copies of this fine colour-plate, suitable for framing, at 5s. each, can be obtained from the publishing offices of the *Sporting and Dramatic*, 172, Strand, London, W.C.2. A few artist's signed proofs, at 10s. 6d. each, are also available.



WITH HIS PORTRAIT OF JACK HOBBS, PAINTED SPECIALLY FOR THE "ILLUSTRATED SPORTING AND DRAMATIC NEWS": MR. W. SMITHSON BROADHEAD, THE WELL-KNOWN ARTIST.—[Photograph by P. and A.]



Chiswick Animal Series—No. 9.

"Doesn't the sea look lovely; it's like a sheet of glass."

"Yes, my dear, it reminds me of your floors at home after you've polished them with that wonderful Mansion Polish."

For Dark Oak Furniture—to bring out the colour and grain of the wood—use

## DARK MANSION POLISH

Sold Everywhere. In Tins.

THE CHISWICK POLISH CO., LTD., CHISWICK, W.4

Makers of the Celebrated Cherry Blossom Boot Polish and "Snowene," the White Cleaner for Tennis and Sports Shoes.



## A Voyage Around the World

THE luxurious Twin - Screw Motor and Sailing Yacht "WESTWARD" (2840 tons) leaves Southampton on Sept. 15th.

NOT a hurried sight-seeing tour of the ordinary kind, but a long, leisurely nine months' cruise under sunny skies—a voyage, an expedition that will provide unique and happy memories for a lifetime—a spacious holiday of a kind rarely attainable—incidentally avoiding the gloom and rigours of the English winter.

For Berths now available and permit to view vessel, write to-day to

PLACES OF CALL  
MADEIRA, WEST INDIES—Barbados, St. Lucia, Martinique, Guadeloupe, St. Thomas, Porto Rico, San Domingo, Kingston, Jamaica. PANAMA—Colon, Panama. SOUTH SEA ISLANDS—Malpelo, Galapagos, Marquesas, Tuamotu, Society Isles, Cook Isles, Samoa, Fiji, New Caledonia. AUSTRALIA—Sydney, Thursday Island, Melville Bay. EAST INDIES—Timor, Flores, Surabaya, Batavia. INDIAN OCEAN—Cocos Keeling, Diego Garcia, Seychelles. SUEZ—Aden, Port Said. MEDITERRANEAN—Malta, Marsala, Elba, Marseilles, Gibraltar, Southampton.

Arriving Southampton June 15th 1926.

## WESTWARD NAVIGATION CO.

47, VICTORIA STREET, LONDON, S.W.1

Telephone: Victoria 6454





J.C. VICKERY

No. H 253.

Beautifully Engine-Turned 18 ct. Gold Sleeve Links, with Black and White Enamel Check Design. **£5 10s.**

## Vickery's for Gifts.

During Rebuilding Sale (now in progress) a special discount of 4/- in the £ given on all purchases **FOR CASH.** Do not miss this opportunity. **BUY NOW.**

### A Solid Gold Cigarette Case

for

**£9:15:0***Wonderful Value.*

H. 317

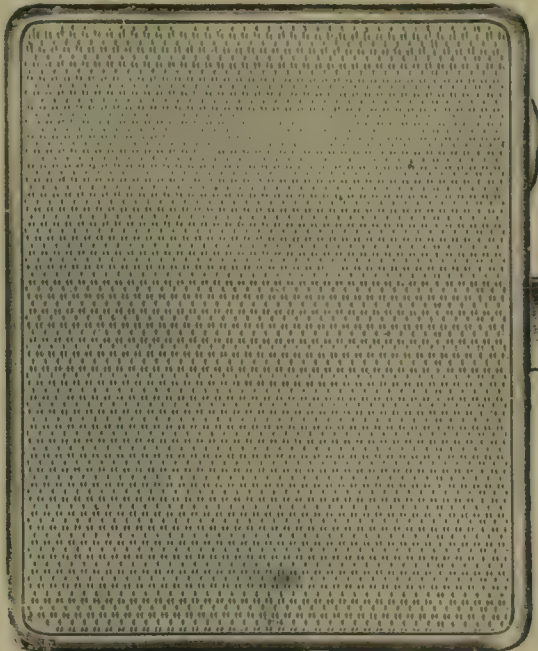
Finely Engine turned. Well made and finished, exact size of sketch.

### Solid Gold

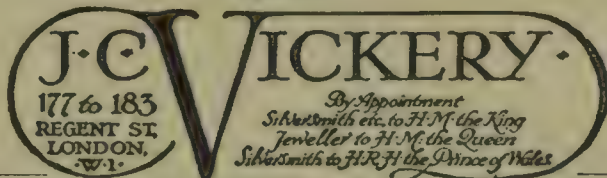
for

**£9:15:0**

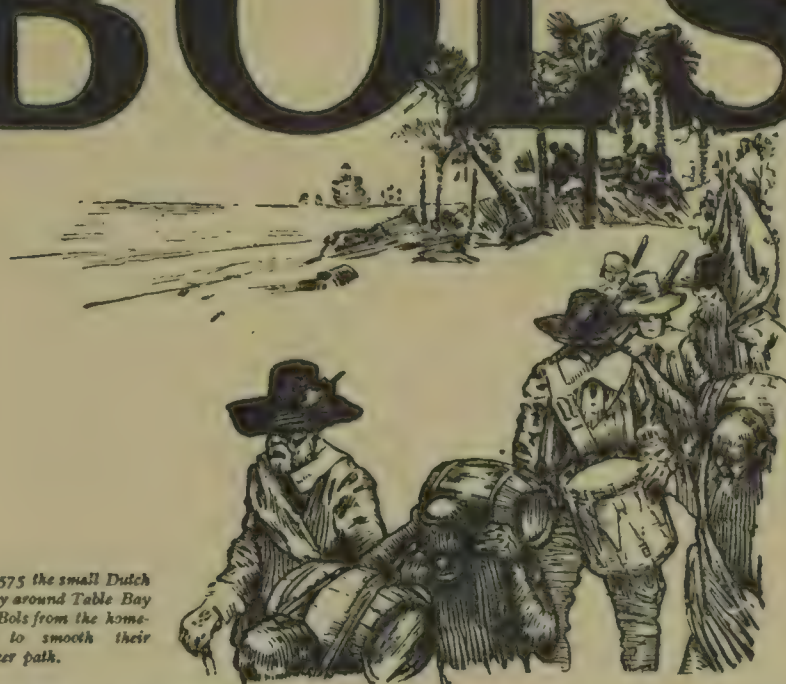
Suitable for Lady or Gentleman.



J.C. VICKERY



# BOLS



*In 1575 the small Dutch colony around Table Bay had Bols from the homeland to smooth their pioneer path.*

**FIGHTERS** and discoverers, colonisers and traders have been thankful for Bols, as consolation amidst hardships, since 1575. That thing must indeed be good which men will take across the sea, the desert and the jungle.

## BOLS

Good friends for any man are BOLS: Very Old Gin, Dry Gin, Kümmel, Orange Curaçao (Dry), White Curaçao (Triple Sec), Crème de Menthe, Maraschino, and Cherry Brandy.

**BROWN, GORE & WELCH, LTD.,**  
Corn Exchange Chambers, Seething Lane, E.C.3.



## FOR EVERY MAN'S TOILET

No matter how tousled, wiry or unruly your hair may be, Anzora will surely master it and keep it in perfect position throughout the day. It also gives the hair that smooth, glossy appearance. It is clean, easy to use and delicately perfumed. For greasy scalps Anzora Cream is most suitable but for dry scalps we recommend Anzora Viola. Purchase a bottle without delay from your chemist or hairdresser.

**DO NOT BE PUT OFF WITH  
IMITATIONS. THERE IS  
NOTHING "JUST AS GOOD AS"**



Gold Medal won by Anzora 1905.

## ANZORA! MASTERS THE HAIR

ANZORA CREAM, for greasy scalps, will not soil hat linings or pillows, and

ANZORA VIOLA, for dry scalps, containing a little oil of violets, are sold in 1/6 and 2/6 (double quantity) bottles by Chemists, Hairdressers, and Stores.



Gold Medal won by Anzora 1910.



## THE CHRONICLE OF THE CAR.

## The Projected Raid.

A considerable amount of space has been devoted in the newspapers to the projected raid on the Road Fund, and the subject has been discussed from almost every angle of view. On the whole, opinion seems to be opposed to the use of the moneys of the Fund for any but highway purposes, though, on the other hand, opinions have been advanced that no section of the revenue ought to be regarded as sacred to any particular area of expenditure, and that it is open to any Government to vary its allocation. The opposition is usually based upon the understanding that local road authorities received what amounted to a guarantee that the moneys obtained in respect of the motor taxes should be devoted to highway purposes and to nothing else, so that to divert any part of the Road Fund to other purposes would be a breach of faith with those authorities.

Both these points of view are correct, so far as they go. It must be agreed that the Government

apportion the revenue, however obtained; but in this case there is another side to the matter to which we will refer presently. The opposition to any deflection of the Fund is based, as I have said, on the breach of faith such deflection would imply *vis-à-vis* the highway authorities. Undoubtedly, such a breach would arise, for it was made abundantly clear when the Fund was instituted that it would be devoted solely to the roads. But I have looked in vain in the various writings which have appeared in the general Press for any insistence upon the breach of faith with the motorist which a raid on the Fund would mean. I have seen many references to the unexpectedly rapid growth of revenue from the motor taxes, but no suggestion that Sir Eric Geddes's pointedly implied promise to those who pay should be redeemed. It is not that the

motorist objects to paying a fair share of the cost of the roads; but he does object, now that the special tax is producing more than double the amount originally asked from him, to keep on paying at the present extortionate rate. It should be borne in mind by those who advocate keeping the tax at its existing level—or even increasing it—that the motorist, generally speaking, is drawn from the most heavily taxed sections of the community. He is almost invariably a heavy payer of income-tax. Very often he is a payer of super-tax. Generally, he pays very heavy local rates in respect of business or residential property. Also, he is a large consumer of the more heavily taxed articles of necessity or luxury. In a word, he is, nine times out of ten, one who

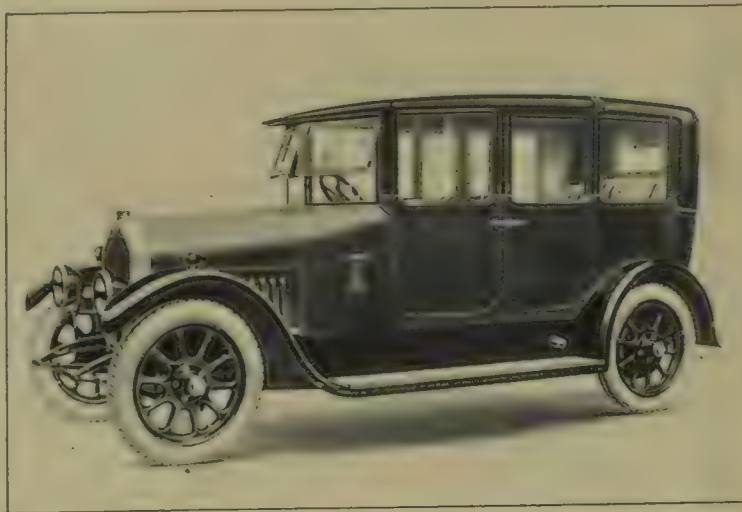
is paying his full share, and often a little more, to the revenues of the country, and is, from that point of view, one of the first entitled to relief in one

direction or another. I trust that, when the proper time comes, the motoring associations will make the most of these points. A little Press propaganda



RECENTLY SUPPLIED TO VISCOUNT CHAPLIN: A 45-H.P. STANDARD ISOTTA FRASCHINI—A "STRAIGHT EIGHT" FITTED WITH ALL-WEATHER COACHWORK BY PARK WARD.

has the right to vary the terms of Road Fund administration, after, in this case, Parliamentary sanction has been obtained. It is for the Government to



SIMILAR TO ONE JUST BOUGHT BY PRINCE ARTHUR OF CONNAUGHT: A MODEL OF THE 15-40-H.P. HUMBER SALOON-LANDAULETTE.

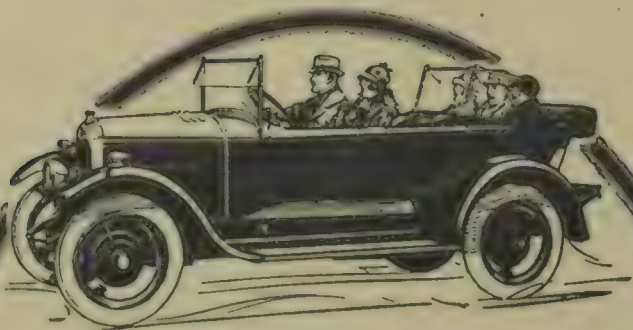
Prince and Princess Arthur of Connaught are both partial to Humber cars. Last year it may be recalled, the Princess bought one of the delightful 12-h.p. Humber coupés.

by these bodies, somewhat on the lines I have suggested, would do no harm at all.

## On Road Accidents.

I am afraid there is no getting away from the fact that the tale of road accidents is increasing far more rapidly than is comfortable to contemplate. It may be perfectly true that the numbers of accidents are not increasing so rapidly as the numbers of cars taking to the roads; but the public at large cannot well be expected to take any particular comfort from comparative statistics. All it is concerned with is that accidents are increasing, and it wants to know what is to be done about it? Very many remedies are being suggested, from the examination for fitness and competence of every applicant for a driving license, to penal servitude for the reckless; but none of them seems to get us any nearer to a solution of the problem, which threatens to grow in seriousness every week. I am bound to admit that I have no useful ideas to put forward—

[Continued overleaf.]



**Crossley 14**  
(R.A.C. Rating 15.6)

THE performance of the Crossley 14 always astonishes those who try it for the first time. Easily exceeds 50 m.p.h. Climbs any ordinary hill on "top." Smooth, silent running at all speeds. Petrol consumption at least 30 m.p.g.

Ample room for five. Clean, distinctive body lines. Complete equipment.

## PRICES:

Five-Seater Touring Car £395  
Saloon (four doors) .. £560  
Landaulette... .. £580

Four-wheel brakes included.

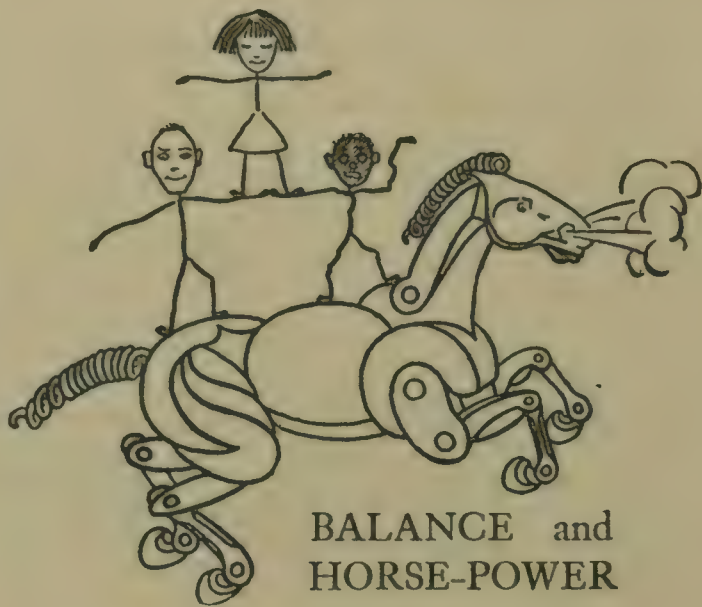
**£395**

Including four-wheel brakes, rear screen, luggage carrier, clock, etc., etc.

## OTHER MODELS

Ask also for details of the 19'6 h.p. and 20'70 h.p. models, cars of unique performance and refinement.

Details from  
CROSSLEY MOTORS LTD.  
Manchester, and 40-48  
Conduit St. London, W1



Shell gives your car the benefit of three distinct hydrocarbon ingredients.

Aromatics, Naphthenes, and Paraffins are balanced in just the right proportions to give the maximum mileage, speed, and acceleration. Because Shell is well-balanced, it gives the utmost horse-power.

Buy from a Certified Shell Pump or in a Sealed Red Can. For FREE COPY of booklet, "The Three Hy-dro-car-bons," write to Dept. S 12 Shell-Mex, Ltd., G.P.O. Box 148, Kingsway, W.C. 2.

**SHELL**

THE PERFECTLY BALANCED SPIRIT



"BP" Touring Series—No. 17.



## KIRKSTONE PASS

from

London	269 miles
Birmingham	169 "
Manchester	87 "
Newcastle	79 "
Bristol	243 "
Southampton	232 "

## KIRKSTONE PASS

Kirkstone Pass in Westmorland is well known to motorists as a test hill and is frequently included in the routes of reliability trials. It is  $3\frac{1}{2}$  miles from Ambleside, and rises to a height of 1,500 feet above sea level. The steepest gradient is 1 in  $3\frac{1}{2}$ .

Although Kirkstone has lost much of its old-time terrors for motorists, it presents a formidable climb even for modern cars, and a pure, powerful fuel is necessary to ensure a "clean ascent."

In hill climbing, "BP," the British Petrol, enables you to extract the last ounce of power from your engine, just as it gives maximum speed on the level.

Modern British methods and British skill combine to produce in "BP" the best of motor spirits.

**"BP"**

*The British Petrol*

**British Petroleum Co., Ltd. Britannic House, Moorgate, E.C.2**

Distributing Organization of the  
**ANGLO-PERSIAN OIL CO. LTD.**



*Continued.*

at least, none that have not been enunciated before. It may be merely platitudinous to say that these accidents are a part of the price we pay for progress; but, really, I have never met any reasonable person who can get much farther than this. Of course, much can be done by educating every road user—and I mean every one—in the real principles of "Safety First"; and herein seems to me to lie the only possible solution of our trouble. Compulsory examinations are a wash-out, for those who are actually the most risky drivers are those who could pass any driving examination with their eyes shut. Heavier penalties for the reckless will not really help much, for it is not one in a hundred reckless drivers who comes before the Court, and I doubt if the culprit realises once in an equal number of cases that he is really inconsiderate or reckless. Again a very high proportion of accidents is caused by the deliberate carelessness of persons other than motorists, as witness the remarks of many coroners and magistrates apropos recent cases.

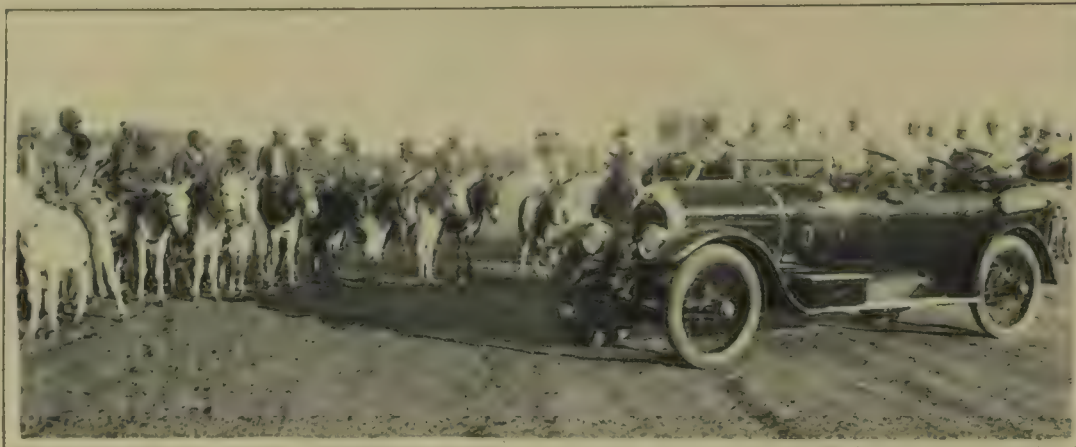
The Committee of the Egypt Exploration Society announces that Mr. Howard Carter has very generously

consented to deliver a lecture, illustrated with lantern slides, on "The Discovery of the Tomb of Tutankhamen; from Ante-Room to Burial-Chamber," for the benefit of the Society on Friday, Sept. 11 next, at 3 p.m., in the New Oxford Theatre, 14, Ox-

ford Street, W.1. Tickets for the lecture can be obtained from the box office of the New Oxford Theatre, or through the secretary—reserved seats, 10s. 6d., 8s. 6d., and 5s.; unreserved, 3s. All proceeds will be devoted to the excavations at Abydos which the Society is recommending in October. It is hoped

that a substantial sum may be realised, as Mr. Carter is giving his services, and Mr. C. B. Cochran is most generously lending the theatre.

An increasing number of cross-Channel passengers will be pleased to learn that the Southern Railway are putting into service two new oil-driven steamers, the first of which, the *Isle of Thanet*, is already running regularly between Dover and Calais. On the whole, the passenger accommodation is a great improvement on that provided on older vessels of this company. A large first-class restaurant seating ninety-six at one time, two very comfortable lounges enclosed by large plate-glass windows, a Tudor smoke-room and bar, a number of luxurious cabins and cabins-de-luxe, and a special system of ventilation which enables the air to be changed six times every hour, are new and excellent features. The special embarking arrangements, whereby double gangways will be used, will ensure that passengers will be protected from inclement weather immediately they board the boat. A speed of 22.25 knots per hour has been attained by the *Isle of Thanet*. The second steamer, *Maid of Kent*, will be delivered towards the end of summer.

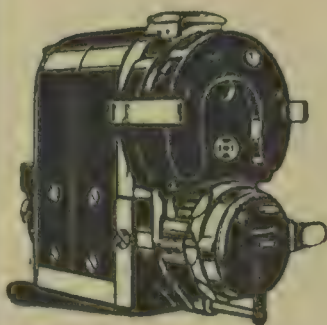


THE PRINCE OF WALES (SECOND FROM RIGHT IN THE CROSSLEY CAR) INSPECTS A DONKEY COMMANDO AT SEROWE: A PICTURESQUE INCIDENT OF HIS VISIT TO BECHUANALAND.

The car seen in the photograph was one of the six Crossleys taken out specially to South Africa for the Prince's use during his tour. Official N.P.A. Photograph Supplied by C.N.

ford Street, W.1. Tickets for the lecture can be obtained from the box office of the New Oxford Theatre, or through the secretary—reserved seats, 10s. 6d., 8s. 6d., and 5s.; unreserved, 3s. All proceeds will be devoted to the excavations at Abydos which the Society is recommending in October. It is hoped

# Bosch



## It's Vital

to have the utmost reliability when great issues are at stake as in the important International races. It is then that the incomparable

## BOSCH MAGNETO

is always fitted, irrespective of any other consideration

The same uniform reliability and certainty can be yours if you insist on your new car being BOSCH equipped; meantime, write us for interesting literature on BOSCH products.

TRADE



MARK.

## J. A. STEVENS, LTD.

Head Office & Works—  
Upper Rathbone Place, London, W.1.

Glasgow Depot—  
218-222, Bothwell St., C.2.

Scottish Distributor—

JAMES M. INGLIS, 39a, Queensferry St., Edinburgh.

Irish Distributors—

C. E. JACOB, 184, Pearse St., Dublin, and 3, Brunswick St., Belfast.

John Robertson (Belfast) Ltd., 46, May St., Belfast.

# ROTAX

## PATENT RIGID ALL WEATHER SIDE-CURTAIN EQUIPMENT

ROTAX all-weather side-curtain equipment enables you to enjoy the advantages of a closed saloon at a very small cost.

The light metal framed panels remain perfectly rigid with the hood either up or down and will open with the doors.

They are the essence of smartness and accessibility. Each panel is made in 30/100 gauge celluloid and trimmed in either leather cloth, or cloth to match hood (give colour, etc., when ordering). The sizes given below are merely example sizes. We can supply to varying dimensions. Forms showing dimensions required can be furnished. Prices include metal sockets for body.

Showing Curtain Opening with Door.

Showing Rigidity of Curtain without Hood.

	Inches.	Inches.	Inches.	Inches.	£ s. d.
Morris Oxford, 4 Seater, 6 Panels	Two 30" X 16½"	Two 32" X 16½"	Two 21" X 16½"	Two 21" X 16½"	7 7 0
Morris Oxford 2 Seater, 4 Panels	Two 25" X 16½"	Two 25" X 16½"	Two 16½" X 16½"	Two 16½" X 16½"	3 18 9
Morris Cowley 4 Seater, 6 Panels	Two 26½" X 16½"	Two 29" X 16½"	Two 18½" X 16½"	Two 18½" X 16½"	6 16 6
Morris Cowley 2 Seater, 4 Panels	Two 24" X 16½"	Two 24" X 16½"	Two 13" X 16½"	Two 13" X 16½"	3 13 6
Citroen (Eng. Body) 4 Seater, 6 Panels	Two 31½" X 15½"	Two 21" X 15½"	Two 25" X 15½"	Two 25" X 15½"	6 16 6
Citroen (Fr. Body) 4 Seater, 8 Panels	Two 19½" X 19"	Two 13½" X 19"	Two 18" X 19"	Two 22" X 19"	9 9 0
Star 4 Seater, 6 Panels	Two 33" X 16½"	Two 24" X 16½"	Two 24½" X 16½"	Two 24½" X 16½"	6 16 6
Essex, 4 Seater, 6 Panels	Two 30" X 16½"	Two 23" X 16½"	Two 26" X 16½"	Two 26" X 16½"	8 2 0
Fiat 4 Seater, 6 Panels	Two 25½" X 18"	Two 26" X 18"	Two 25" X 18"	Two 25" X 18"	6 16 0
Studebaker, 4 Seater, 8 Panels	Two 23½" X 21"	Two 10½" X 21"	Two 22½" X 21"	Two 14" X 21"	9 9 0
Jowett 4 Seater, 6 Panels	Two 17½" X 15½"	Two 18½" X 15½"	Two 17½" X 15½"	Two 17½" X 15½"	5 15 6

FRONT PANEL PAIRS AT PRO RATA PRICES.

## ROTAX (MOTOR ACCESSORIES) LTD.

ROTAX WILLESDEN JUNCTION, LONDON, N.W. 10.

BIRMINGHAM—LANDOR ST. GLASGOW—19/21, OSWALD ST. MANCHESTER—391/3, DEANSGATE.

TAUNTON—NEWTONS WORKS.

LEEDS—117, PARK LANE.

BRISTOL—7, TEMPLE ST.

*The "500" Overshadows them All*



£10 10s. DOWN secures the machine on our "Pay-as-you-Ride" plan, together with full Insurance, Catalogue and name of nearest Agent sent, post free on request.

THE 500 c.c. overshadows all other types of motor cycles. It is to-day the most popular size, and experience shows that the 4.94 h.p. Model P. Triumph with 3-Speed Gear, All-Chain Drive, and Dunlop Cord Tyres at £42 17s. 6d. is the happy selection of those in need of an absolutely reliable mount for solo and sidcar use.

# TRIUMPH

TRIUMPH CYCLE CO., LTD., COVENTRY.

LONDON: 218, GT. PORTLAND STREET, W.1

And at Leeds, Manchester, Glasgow and Dublin.

Agents Everywhere.

# Spencer Pianos

Famed the world over for glorious Tone, delicate Touch and thorough Construction.

Moderate Prices. Deferred Payments. Delivery Free to any station in Great Britain or F.O.B. (Case Extra) English Port for Export. Old Pianos taken in part exchange.

Illustrated Catalogue Free

MURDOCHS The Great Piano House 461/463 OXFORD ST. LONDON W 1

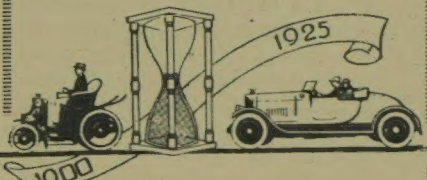


SPENCER BABY GRANDS  
SPENCER UPRIGHT GRANDS  
SPENCER BABY UPRIGHTS  
SPENCER TROPICAL MODELS  
SPENCER FOR SHIP USE  
SPENCER FOR SCHOOLS  
SPENCER PLAYER-GRANDS  
SPENCER PLAYER-UPRIGHTS

And at B'ham, Brighton, Portsmouth, Southampton, &c.



## Motoring, Travel and the House of Burrow



THE House of Burrow had its genesis in those almost forgotten days of twenty-five years ago when the motor-car had just been released from the irksome restrictions placed upon the steam-roller, and Royal interest had been evinced in the new horseless carriage by King Edward VII., who had allowed himself to be a passenger, for the first time, in a primitive car driven by Lord Montagu.

Recognising that the automobile had come to stay, and that it would open up a new era of travel, Mr. Edward J. Burrow, F.R.G.S., the founder and Managing Director of the firm of Ed. J. Burrow and Co., Ltd., set himself the task of educating the public in the possibilities and pleasure of touring by road. This he determined to do by the production of practical descriptive guides to the high roads of the British Isles, thus evoking in the hearts of his readers a desire to see the beauty spots and historical places of these Islands, while furnishing them with the necessary directions for accomplishing their desire. And, incidentally, he was sanguine enough to anticipate for his project a commercial success.

To anyone with less vision, energy, and enthusiasm, the venture might have seemed not a little Utopian; but being a facile artist, an ardent motorist, and a great lover of the open road, and having besides, business instincts and organising abilities not usually associated with the artistic temperament, he brought to bear upon the task all the necessary qualifications for success.

Being original enough to modernise the classic advice, he hitched his waggon to a car, in somewhat more than a merely metaphorical sense. That his forecast of the future of the automobile was correct the tremendous growth of motoring abundantly testifies; that he estimated aright the ultimate demand of the public for travel literature is proved by the notable development of the business he founded.

As a corollary of motor travel and excursions a wheel, north, south, east and west, and in every other direction that lies between the cardinal points, has grown up the great series of Guides to Health and Holiday Resorts and favourite Touring Grounds, identified with the publishing activities of the House of Burrow.

The latest development in the history of the firm has been the establishment in London's finest thoroughfare of Burrow's Travel Centre, where the tourist can obtain detailed information regarding road travel anywhere in the British Isles, and purchase Guide Books and Maps and such accessories as are now looked upon as necessities by every properly equipped traveller. Here also is a fully equipped branch of Thomas Cook and Son, the widely known travel and tourist agents, where one may obtain rail and steamer tickets and arrange for tours in any part of the world.

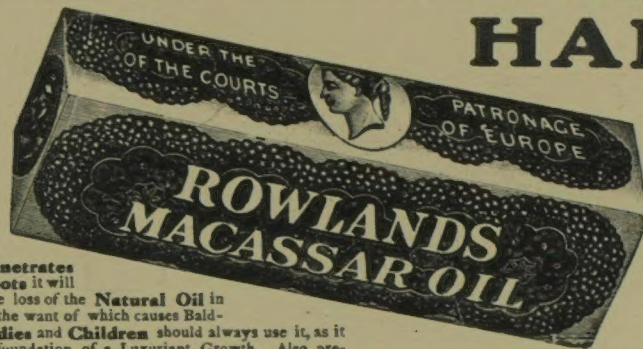
It will be in strict accord, therefore, with facts to speak of the establishment of Ed. J. Burrow and Co., Ltd., of 43, 45, 47, Kingsway, and Imperial House, Cheltenham, as being one of the most prominent in the world of travel and in the publishing and publicity relating thereto.

It is interesting to be able to add that for many years the firm has worked in close co-operation with the Touring Department of the Royal Automobile Club, for which it acts as official publishers, and that Lord Montagu of Beaulieu, K.C.I.E., C.S.I., the foremost pioneer of motoring in this country and leading authority on transport at home and abroad, has honoured the House of Burrow by becoming Chairman of its Board of Directors.

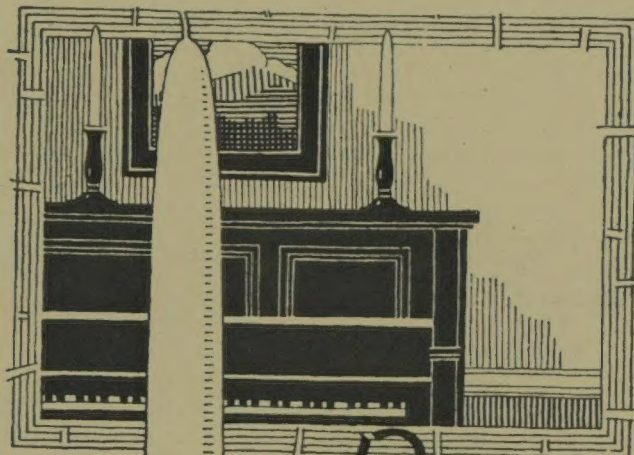
## Rowland's Macassar Oil

is AN ABSOLUTE NECESSITY for all who wish to Preserve and Beautify their

### HAIR



As it Penetrates to the Roots it will replace the loss of the Natural Oil in the Hair, the want of which causes Baldness. Ladies and Children should always use it, as it lays the foundation of a Luxuriant Growth. Also prepared in a Golden Colour for Fair Hair. Sold in 3/6, 7/-, 10/6, and 21/- bottles, by Stores, Chemists, Hairdressers, and A. Rowland & Sons, Ltd., 112, Guilford Street, Gray's Inn Road, London, W.C.1.



## Dignified Ornament

Candle-light has an old-fashioned cosiness all its own. Wherever they are placed, Price's artistic candles give the correct light.

Price's candles, in their variety of quaint shapes and delicate colourings, will blend with any colour scheme.

Price's Venetian Candles are delicately tapering in design, shaded in soft tints.



PRICE'S PATENT CANDLE CO. LTD. BATTERSEA  
LONDON, S.W. 11

WX 2-14

Write more letters—  
Easy with  
**Waterman's  
(Ideal)  
Fountain Pen**  
Of Stationers and Jewellers  
The Pen Book free from  
**L. G. Sloan, Ltd., The Pen Corner, Kingsway, London, W.C.2**

For Washing  
Woollens.

## SUTTON'S

For all  
Laundering.

## Cloudy Ammonia.

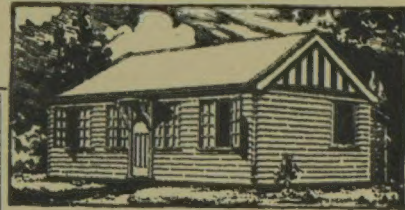
Sole Makers: G. F. Sutton Sons & Co., King's Cross, London, N.7

SIR HENRY LUNN, LTD.

£9 19 6 GOLF, BELGIAN COAST,  
14 days' Hotels and Rail.  
£15 4 6 MONTREUX, SWISS  
RIVIERA, 14 days' Hotels  
and Rail.  
£15 1 0 BRUNNEN, LAKE OF  
LUCERNE, 14 days' Hotels  
and Rail.

Illustrated Booklet post free.

57, ENDSLEIGH GARDENS, LONDON, N.W.1



### A Charming Home

The 'Dartmoor' is an ideal country cottage for week-ends or holidays. Would make a cosy and convenient home for your chauffeur or gardener. Contains four bedrooms, two living-rooms and offices. Supplied complete ready to erect. A permanent and handsome building. Carriage paid to most goods stations in England and Wales.

Our manufactures being so extensive, our catalogue is issued in sections. Prospective purchasers of our goods should mention the particular buildings they are interested in—Motor Houses, Bungalows, Chalets, Greenhouses, Garden Rooms, Loose Boxes, or other Portable Buildings.

**BROWNE & LILLY, Ltd.**  
Manufacturers and Exporters. Phone: 587  
THAMES SIDE, READING.

FASHIONS DEMAND

## HINDES

HAIR  
WAVERS



### Soothe Itching Skin With Cuticura

Bathe with Cuticura Soap and hot water and follow with a gentle application of Cuticura Ointment. This treatment not only soothes but in most cases heals.

Soap 1s., Ointment 1s. 3d. and 2s. 6d., Talcum 1s. 3d.  
For sample each address: F. Newbery & Sons, Ltd., 31, Banner St., London, E.C.1.  
Cuticura Shaving Stick 1s. 3d.



THOSE FIRST  
GREY - HAIRS  
APPEAR JUST

Trial Phial  
**8**

HERE  
TOUCH THEM UP WITH  
**TATCHO-TONE**

Medical Guaranty with each bottle.  
Chemists Prices 2/6 and 4/6, or direct  
Tatcho-Tone Co., 1, Great Queen Street, London, W.C.2

Are you a  
good sailor?  
IF NOT—TAKE



Sold by all chemists



## CHESS.

TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, 15, Essex Street, Strand, W.C.2.

ERNEST NASTRAN (Trieste).—To inform us on July 30 of an error to which we had given the fullest publicity on May 23 neither entitles you to credit for the discovery nor warrants you to instruct us in our duty.

L. W. CAFFERATA (Farndon).—It is certainly an interesting point, but apparently the defect of which you speak must have been exceptional, because the great bulk of our solvers—yourself included—seemed to have had no difficulty in distinguishing the colour, and our own copy is perfectly clear.

JOHN O. BEATY (Dallas, Texas).—Your elaborate analysis of No. 3959 is perfectly correct, and you will find your answer duly acknowledged in the proper place.

C. C. WARRINGTON (Cheyenne, Wyoming).—We congratulate you on the success of your first appearance, and shall be pleased to welcome you to the ranks of our regular solvers.

F. J. FALWELL (Caterham).—You are quite right in what you say about No. 3960, and, however obvious the error may be, we are making the necessary correction elsewhere.

HENRY KNOPH (Fredrikstad, Norway).—In No. 3961 you have fallen into a snare of its composer, for, after (1) h 4 to d 8 (ch), c 7 to b 8, (2) d 8 to b 6, Black answers with c 3 to h 8, and there is no mate. Black's Bishop, you will see, is unpinning by the move of his King.

W. G. BACK (Kentish Town).—To solve a problem you must take into account every move that Black can possibly make, and not merely one that you may select to suit your purpose. In No. 3962, if Black instead of 1. —, B takes Kt, play 1. —, K takes Kt, or Kt to Q 3rd, where do you then give mate?

H. WARD (West Kirby).—For all who seek success in solving problems we have one "Don't" as emphatic as Mr. Punch's advice to those about to marry. Don't think you have found the solution when you make it begin with a check.

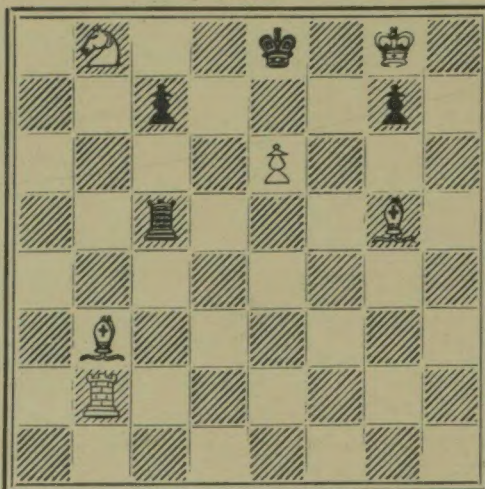
ROBERT McLAUGHLIN (Chicago, Illinois).—We regret we have to make the same reply to you.

WALTER RUSSELL (Wardrobe Court).—Many thanks for your contribution and very kind expressions of goodwill.

CORRECT SOLUTIONS OF PROBLEM No. 3959 received from C. C. Warrington (Cheyenne, Wyoming), Horace E. MacFarland (St. Louis, Mo.), E. F. Rutherford (Montreal), and John O. Beaty (Dallas, Texas); of No. 3960 from Julio Mond (Seville), C. C. Warrington (Cheyenne, Wyoming), J. Hannen (Newburgh, N.Y.), and J. W. Smedley (Brooklyn, N.Y.), and of Problem No. 3961 from Rev. W. Scott (Elgin), A. W. Hamilton-Gell (Exeter), R. P. Nicholson (Crayke), E. J. Falwell (Caterham), W. C. D. Smith (Northampton), H. Burgess (St. Leonard's on Sea), E. J. Gibbs (East Ham), R. B. Pearce (Happisburgh), J. M. K.

Lupton (Richmond), J. C. Kruse (Ravenscourt Park), and J. Hannin (Newburgh, N.Y.).

PROBLEM No. 3963.—By L. W. CAFFERATA.  
BLACK.



WHITE.

White to play, and mate in three moves.

CORRECT SOLUTIONS OF PROBLEM No. 3962 received from R. B. N. (Tewkesbury), W. Kirkman (Hereford), L. W. Cafferata (Farndon), H. Burgess (St. Leonard's on Sea), W. C. D. Smith (Northampton), C. B. S. (Canterbury), C. H. Watson (Masham), H. W. Satow (Bangor), S. Caldwell (Hove), J. C. Kruse (Ravenscourt Park), J. Hunter (Leicester), F. J. Falwell (Caterham), G. Stillingfleet Johnson (Cobham), J. F. Bridge (Colchester), J. P. Smith (Cricklewood), A. W. Hamilton Gell (Exeter), R. C. Durell (Hendon), R. B. Pearce (Happisburgh), and R. P. Nicholson (Crayke).

SOLUTION OF PROBLEM No. 3961.—By E. BOSWELL.

WHITE  
1. R (at Kt 3rd) to R 3rd  
2. Mates accordingly.

A striking contrast in every way to the two-mover that preceded it (No. 3959), and presenting the most modern phase of this class of composition. The combination of openings, interferences, and self-blocks is surprisingly elaborated, and numerous solvers express their admiration of the way in which it is done. It is worth noting that, open as the position looks, the only dual arises when Black replies with 1. P to Kt 8th, becomes Bishop.

ERRATUM.—The first move of No. 3960 should have been printed 1. P to B 6th, not B 5th.

At the seventy-second annual general meeting, recently held, of the City of London Chess Club, Mr. C. D. Morton was re-elected President, together with the following Vice-Presidents—namely, Sir R. Barnett, M.P., Herbert Jacobs, B.A., Hon. F. G. Hamilton-Russell, J.P., D.L., Henry Ward, L.C.C., and Sir George Thomas, Bt. The cup winners in the six tournaments were—Gasteneau Cup, Sir George Thomas, for the seventh time; Neville Hunt Cup, M. E. Goldstein; Mocatta Cup, F. C. Clarke-Willey; Russell Cup, A. G. Falkner; Barnett Cup, E. C. Newbold; and the Merton Cup, (Handicap) J. H. Blake, for the third time.

General regret is expressed in chess circles over the fate of Mr. L. Savage, who is supposed to have lost his life in an Alpine misadventure. He was a prominent member of both the Metropolitan and London University Chess Clubs, and was in the front rank of amateur players, always holding a high place in whatever tournament or team match he might be taking part.

That interesting quarterly, *Hairdressing Illustrated*, edited by M. Gaston Emile, which contains many articles to delight the well-dressed woman, has just issued a new number, which is on sale everywhere, price 6d. Its many fascinating subjects include: "Her Hair at the Academy," a résumé of this year's painted modes; "Starts and Shingles," giving the views of many celebrated actresses; and "Coming Modes." Many useful beauty hints on the hair, the face, and the figure may be gleaned from this interesting little publication.



Largest Independent Brand in America

# British Consols Cigarettes

Mild, Sweet, Old, Virginia

Cable Address: "Calrnrgorm, Montreal."

You can get British Consols on any Liner of C.P.R.-ANCHOR DONALDSON-CANADIAN G.M.M.-WHITE STAR-DOMINION-CUNARD



LT. COL. RICHARDSON'S

AIREDALES

The Best Remedy

against Cat Burglars

Specially Trained for house protection against burglars; best guards for ladies living or walking alone; safe children, not quarrelsome; from 10 Gns.; pups, 5 Gns.; large selection on view daily. Trains every 15 mins. from Waterloo. "Clock House," Weybridge (near Brooklands) Surrey, Tel. Byfleet 274

## TERMS OF SUBSCRIPTION

(1925) TO

"THE ILLUSTRATED LONDON NEWS."

	U.K.	CANADA.	ABROAD.
12 Months (including Xmas No.)	43 4 0	43 1 8	43 11 4
6 Months.....	21 10 0	21 9 3	21 13 9
(Including Xmas No.)	21 14 0	21 12 6	21 17 8
3 Months.....	15 0 0	14 8 0	17 0 0
(Including Xmas No.)	18 10 0	17 10 0	21 0 4

Subscriptions must be paid in advance, direct to the Publishing Office, 172, Strand, in English money; by cheques crossed "The National Provincial and Union Bank of England, Limited"; or by Post Office Orders, payable at the East Strand Post Office, to THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., 172, Strand, London, W.C.2

The Agence Havas is specially appointed to receive advertisements for "The Illustrated London News" for Western European countries, excepting France, at its Head Office, 62, Rue de Richelieu, Paris, and at all its branches. The representation for French advertising is in the hands of the Agence Dorland at 13-15, Rue Taitbout, Paris, and branches.

# HIMROD'S

## ASTHMA CURE

Gives quick relief from Asthma, Catarrh, Colds, etc.  
1/6 a tin at all chemists.

## Grey Hair



GREY Hair is a symbol of the Autumn of Youth. The glory of a woman's hair is its lustre, its rich colour of bountiful nature. Greyness conveys a feeling of fading. Inecto not only restores the colour of nature, but it is permanent, and the sheen, texture and health of the hair are wonderfully improved.

Your hairdresser can tell you more about Inecto. He has our dainty beauty brochures, or you may have them on request from our Salons. "Hair Recoloration" is a booklet which tells how Inecto may be used in the privacy of your home in one application only

INECTO

SALONS

15 NORTH AUDLEY ST., LONDON, W.1.

Telephone: Mayfair 3046 (Private Branch Exchange).

Why go Grey?

HINDES HAIR TINT

tints grey or faded hair any natural shade desired—brown, dark-brown, light-brown or black. It is permanent and washable, has no grease, and does not burn the hair. It is used by over a million people. Medical certificate accompanies each bottle. Of all Chemists, Stores and Hairdressers, 2/6 or direct:—  
HINDES, Ltd., 1, Tabernacle Street, City, London.

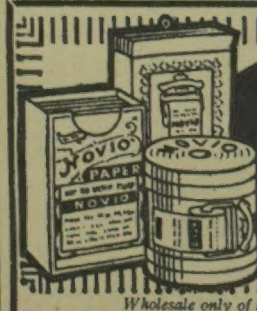


4 PINTS FOR 4 1/2 D.

Such wonderful value in Blanc-Manges has never been offered before.

# FOSTER CLARK'S BLANC-MANGE

A 4 1/2 d. packet contains a pint packet of each of the following LEMON, RASPBERRY, STRAWBERRY, VANILLA.



# NOVIO

THIN, SOFT  
STRONG & SILKY

The most perfect TOILET PAPER ever produced

Wholesale only of the Sole Makers, Chadwick Works, 26, Grove Park, S.E. 5.

# Meltis

## DESSERT CHOCOLATE

Very delicious flavour. You cannot buy a better Chocolate.

1/- per 1/2 lb. pkt. Other sizes 4d. & 8d.

## OUR ANAGLYPH MASK COUPON.

Please send me One Anaglyph Viewing-Mask. I enclose stamps [Three halfpence, Inland; or Twopence-halfpenny, Foreign] to cover Postage

Name.....

Address.....

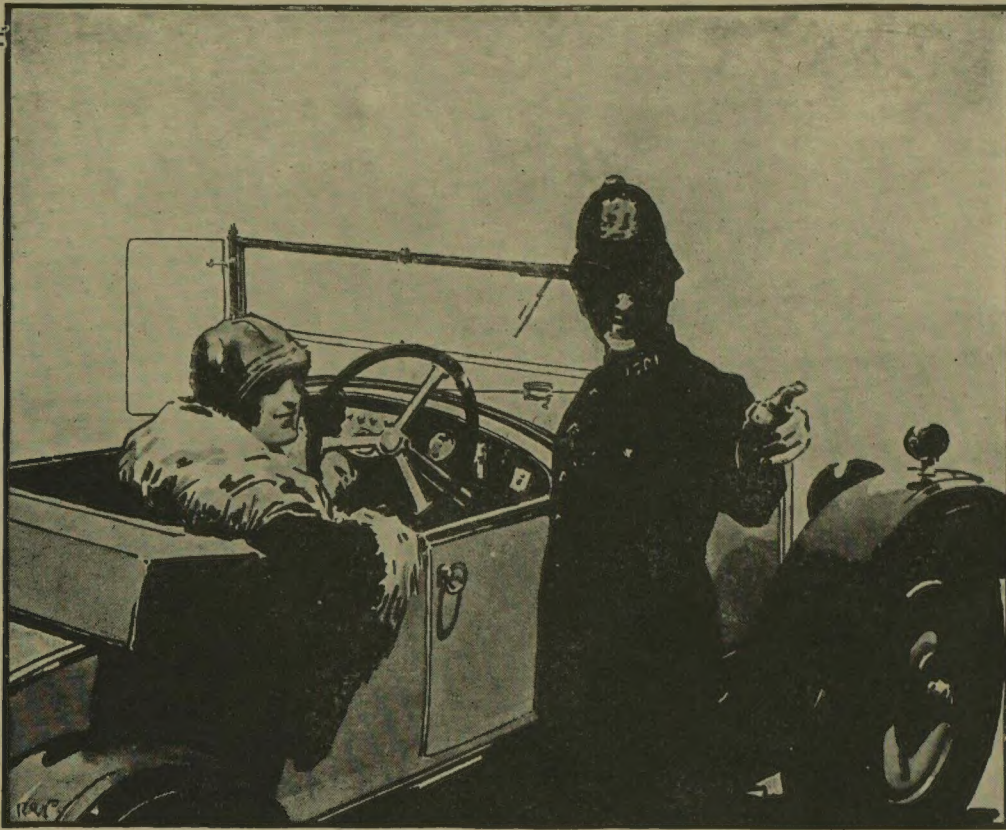
To THE ILLUSTRATED LONDON NEWS,  
(ANAGLYPH) 15, ESSEX STREET, LONDON, W.C.2  
I.L.N. 29.8.1925.



# What I see on the Road

by  
*Tommy Pratt-kins*  
OF THE  
PETROL PATROL

Nº 3



## The Police and the Motorist

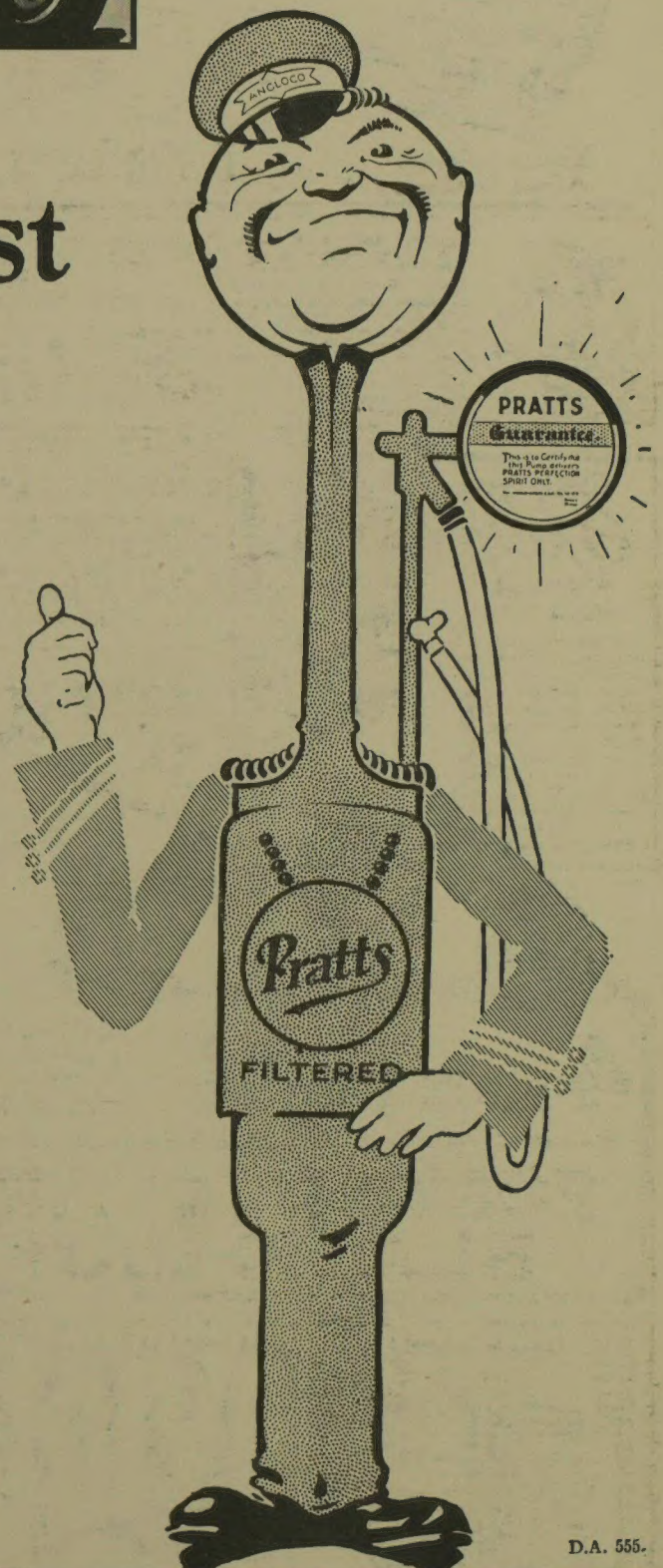
I WAS recently supplying a lady driver with Pratts Perfection when I noticed her beckon a policeman and ask for the nearest authorised parking place. "Ah," said Robert, afterwards, "I wish they would all show commonsense like that. Thoughtless drivers park cars in busy streets, leave engines running, or stop in places where they are an absolute nuisance. Some drivers seem to regard policemen as natural enemies. Perhaps they don't know we are coached with local motoring information. But there, I knew *she* was experienced, when I saw her taking petrol from 'Tommy Pratt-kins' here. A well-known motorist said to me the other day, 'Robert, my boy, when you buy a car use Pratts Perfection every time. It's pure—so you'll get more miles per gallon—uniform—so you'll always be free from trouble.'"



# PRATTS

## PERFECTION SPIRIT

*Uniform everywhere Reliable always*



D.A. 555.





☪ HOME AGAIN, FROM VIRGINIA! ☪

*Wills's*

**GOLD FLAKE**

**CIGARETTES**

*10 for 6d.*

W. D. & H. O. Wills, Branch of the Imperial Tobacco Company (of Great Britain and Ireland), Ltd.

Gx12